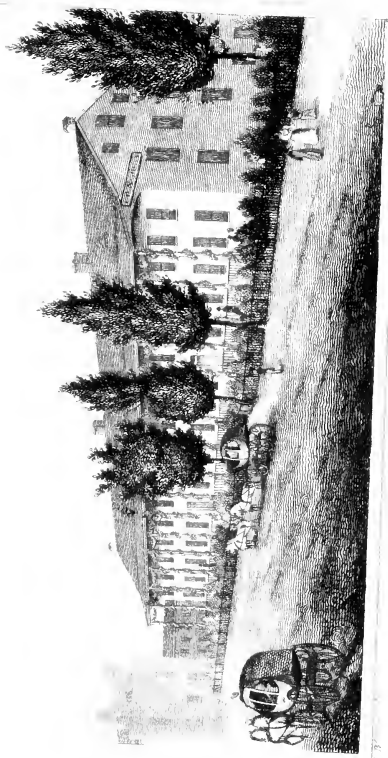




Class _____

Book _____





Engraved by Wm. L. K.

COPY OF THE U.S. MAIL, SAKATOGA SPRINGS

The
Northern Traveller,
AND
Northern Tour.

with the Routes to
THE
SPRINGS, NIAGARA, & QUEBEC,

and the
(Coal Mines of Pennsylvania.)
— also —

TOUR OF NEW ENGLAND.



NEW YORK.

J & J. HARPER.

1830.

THE
NORTHERN TRAVELLER.
AND
NORTHERN TOUR :
WITH THE ROUTES TO
THE SPRINGS, NIAGARA, AND QUEBEC
AND THE
COAL MINES OF PENNSYLVANIA :
ALSO, THE
TOUR OF NEW-ENGLAND.

Embellished with thirty-two Copperplate Engravings.

FOURTH EDITION, REVISED AND EXTENDED

NEW-YORK :

PRINTED BY J. & J. HARPER, 82 CLIFF-ST.

Sold by Collins & Hannay, Collins & Co., O. A. Roorbach, W. B. Gilley,
E. Bliss, A. T. Goodrich, C. S. Francis, J. E. Betts, D. Felt, McElrath
& Bangs, N. B. Holmes, W. Burgess, J. W. Bleecker, J. Leavitt;—Alba-
ny, O. Steele, and Little & Cummings;—Utica, William Williams;—
Rochester, E. Peck & Co.;—Canandaigua, Morse, Ward, & Co.;—Buf-
falo, Day, Fallett & Haskins.

1830

F 13
D 12

SOUTHERN DISTRICT OF NEW-YORK, ss.

BE IT REMEMBERED, That on the twenty-second day of April, A.D. 1830, in the fifty-fourth year of the Independence of the United States of America, J. & J. HARPER, of the said District, have deposited in this office the title of a Book, the right whereof they claim as proprietors, in the words following, to wit:

"The Northern Traveller and Northern Tour, with the Routes to the Springs, Niagara, and Quebec, and the Coal Mines of Pennsylvania; also, the Tour of New-England. Enbellished with thirty-two Copperplate Engravings. Fourth Edition, revised and extended."

In conformity to the act of the Congress of the United States, entitled "An act for the encouragement of learning, by securing the copies of maps, charts, and books to the authors and proprietors of such copies, during the times therein mentioned." And also to the act, entitled, "An act supplementary to an act, entitled an act for the encouragement of learning, by securing the copies of maps, charts, and books to the authors and proprietors of such copies, during the times therein mentioned, and extending the benefits thereof to the arts of designing, engraving, and etching historical and other prints."

FREDERICK I. BETTS,
Clerk of the Southern District of New-York.

PREFACE.

GREAT exertions have been made to obtain accounts of all changes that have taken place on the various routes embraced within the range of the Northern Traveller, since the publication of the last edition, as well as to add all necessary remarks on such subjects as had before escaped notice ; and it will be found that few pages have been passed without the insertion of something new, while many have been entirely written over again, and considerable additions have been made.

The rapid sale which may now be calculated on, in connexion with other circumstances, have enabled the publishers, this season, to offer the work at a greatly reduced price, while additions have been made to its embellishments.

The plan of the "Northern Traveller" was originally suggested by a reflection on the immense numbers of intelligent persons who annually visit the most interesting scenes in our Northern and Middle States ; and a knowledge of the great advantages which are derived from works of a corresponding description in Europe. No pains have been spared to render it useful, as well as interesting ; and, as far as the necessary brevity would permit, the peculiar character of our citizens, and the nature of the country have been kept in view in the plan and scope of the work.

GENERAL INDEX.

	Page
City of New-York	9
From New-York to Niagara	20
“ “ to the Springs 20—55.	129
“ “ to Canada do.	do.
“ “ to Connecticut River and the White Mountains }	246
“ “ to Boston 246—258.	297
City of Philadelphia	402
From Philadelphia to New-York	432
“ “ to the Coal Mines	414
City of Boston	318
From Boston to the Springs	329
“ “ to the White Mountains	333
“ “ to Maine	362
City of Washington	383
City of Baltimore	389

VIEWS FROM NATURE.

Congress Hall	(<i>facing title.</i>)
Scenery on the Mohawk River	57
Niagara, from below the Cataract	87
Ballston	145
Saratoga	153
Lake George	166
Ticonderoga	179
Mount Holyoke	278
The Notch or Willey House. (White Mountains)	352

MAPS

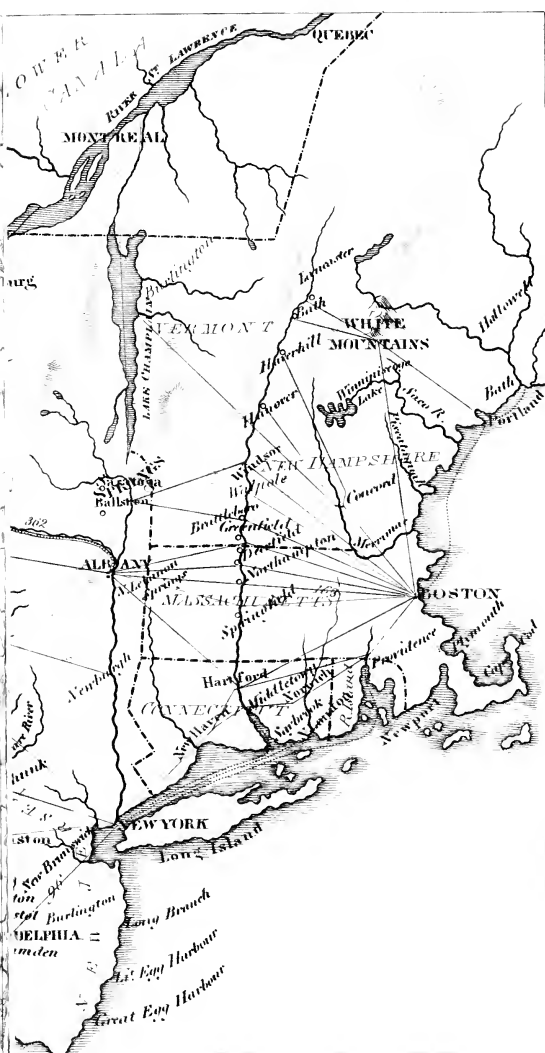
	Page
General Map of the Routes	9
Hudson River, No. 1	20
“ “ No. 2	21
“ “ No. 3	31
“ “ No. 4, Canals to Schenectady and Sandy Hill	48
Erie Canal, to Herkimer	56
“ “ to Salina	62
“ “ to Rochester	68
“ “ to Lockport, and Road to Niagara	72
“ “ to Buffalo	109
“ “ to Lyons, and Road by Geneva, &c.	116
“ “ to Syracuse, and Road by Auburn	121
From Fort Edward to Whitehall and Lake George	163
Lake George and Lake Champlain	176
Lake Champlain	190
St. John's to Montreal	194
Island of Montreal	206
St. Lawrence River, from Montreal to Quebec	212
Connecticut River, from Hartford to the Mouth	256

Map of the Routes
in
NEW YORK, NEW ENGLAND & PENNSYLVANIA

Drawn for the
NORTHERN TRAVELLER.

D.S. Through &c





THE NORTHERN TRAVELLER.

THE CITY OF NEW-YORK.

Hotels and Boarding Houses. The Adelphi, opposite the Bowling-Green. Mansion House, (Bunker,) 39 Broadway. City Hotel. National Hotel. Franklin House. American Hotel. Washington Hall, corner of Broadway and Reed-street. Mrs. Southard, Mrs. Mann, Mrs. Keese, Mr. Storer, &c. There are also the U. S. Hotel, Tontine, Bank, and N. Y. Coffee Houses, Tammany Hall, Pearl-st. House, N. Y. Hotel, &c.

The stranger is advised to purchase a pocket map of the city, if he is to remain here a few days; as without it he will often find himself at a loss.

The *Battery* is a pleasant walk in warm weather; and *Castle Garden* has a fine promenade. On summer evenings the place is supplied with music, and often fireworks.

Steamboats for Philadelphia. The boats of the Union and Citizen's Lines start from the wharf just north of the Battery, in Washington-street, at 6 A.M. and at noon.

The Staten Island Steamboats go from the foot of Whitehall-street, at the lower end of the Battery.

Broadway, the most fashionable promenade in the city, is most crowded with passengers between 1 and 3 o'clock; or, in hot weather, after dinner. Going up from the Battery, you pass the *Bowling Green*, a new hotel, called the Adelphi House, many genteel

boarding houses, particularly the Mansion House ; and then Grace church, and Trinity church.

The property of this church is very great, lying in large tracts of land now covered by the city streets. Opposite, opens *Wall-street*, which contains the first Presbyterian church, most of the *banks*, with the Branch of the U. S. Bank, together with numerous *Insurance and Brokers' Offices*.

The *New-York Exchange*. This building is of white marble from Westchester, and fronts *Wall-street*, between *William* and *Pearl-streets*. It has four marble columns in front, made of single shafts. The exchange room is large and resorted to by merchants between 1 and 3 o'clock. The building contains the *Post Office* on the ground floor, the *Commercial Reading Rooms* above, with several *Insurance Offices*, and the offices of *Daily Papers*. There is a telegraph on the top to communicate with *Sandy Hook*, to get early intelligence of vessels. On arriving, they show flags by which they may be designated 30 miles from *Staten Island*. The view from the cupola embraces the whole city.

Returning to *Broadway*, beyond *Trinity church* is the *City Hotel* ; opposite, the *National Hotel* ; and a little further, *Cedar* and *Courtlandt-streets*, leading west to the docks on *Hudson river*, whence some of the *Albany steam boats* start. At the latter street is also the *Jersey City Ferry*—1s.

The *Franklin House*, corner of *Dey-st.* and *Broadway*. *Fulton-street* leads to *Fulton Market*, on the *East river*. (There is the *lower Brooklyn ferry*, 4 cents ; at the next dock below, are the *Newport and Providence steamboats* ; and just above, the *steamboats for Flushing, Norwalk, Stamford, Bridgeport, Stratford, New-London and Norwich*.)

St. Paul's Church in *Broadway* is next above *Fulton-street*. A monument was raised in the portico of this church some years ago, to *General Montgomery* ; and in 1318 the remains of that brave officer were brought

from Quebec and deposited here, with military honours. Just beyond, is *Paff's exhibition of Pictures*, then *the Park*, on the opposite of which is *the Theatre*, near which is *Clinton Hall*, and the *Bible Society's Depository** in the rear. In the same street (*Nassau*) is the *American Tract Society's* building.† *Park Place*, on the left, where are *Coleman's Literary Rooms and Exhibition*, leads to *Columbia College*; and the *City Hall* is in the *Park*, with the *Debtor's Prison* on the east, and *Bridewell* on the west. *Barclay-street* leads to *Hoboken ferry*, and the *Albany steamboats*.

The *New-York Institution* is behind the *City Hall*.

The *Savings Bank* is on the opposite side of *Chambers-street*. [There were deposits made, in 1829, to the amount of \$624,900, by 11,937 individuals, almost all poor persons.] Adjoining the latter are the *New-York Baths* and the *Arcade Baths*, which are commodious, and well attended, with separate entrances leading to the ladies' baths. The *Exhibition Room* of the *National Academy of the Arts of Design* and the *Manhattan Water Works* are just at hand. From the latter a considerable portion of the dwellings in the lower part of the city are supplied with water, though not of very good quality. The *Court of Sessions* is in the *Rotunda*, which was formerly devoted to *Panoramas*.

[A short distance eastward, *Chambers-street* leads to *Chatham-street*: then turning to the left you may proceed to the *Chatham Theatre*, *Chatham-square*, the *Bowery*, the *Bowery Theatre*, &c. &c.]

On the other hand, *Chambers-street* leads westward to the *Hudson river*; and at the foot of *Warren-street*, next below it, is the *Public Marine Bath*.

* Opposite the *Depository*, is a workshop, erected in 1827, where a steam engine is seen on the first floor, which works eight power presses, in which bibles are printed: on the second, above, are twenty other presses. The power presses do double the work of the common press; and all together can print 400 reams of paper in a week. Seventy-one persons are employed in this department. In the other building the binding is done by 112 persons.

† In the *American Tract Society's* house are ten common and four waver presses, driven by mules.

Returning, and going on up Broadway, you pass Washington Hall. [Duane-street leads, on the left, to *Rutgers' Medical College*, and *Public School, No. 11*, on the ground floor of which is an *Infant School*.] *Masonic Hall* and the *New-York Hospital* are a little beyond; and *Scudder's Museum* is to be removed to the corner of Anthony-street.

This fine broad street continues about a mile and a half further on, perfectly straight, and nearly all built with brick houses; but contains no public buildings, except a new Gothic church.

There is also in the city an *Orphan Asylum*.

A fine part of the city lies north-west from the hospital, about *Hudson-square*. The streets are there more regular, and the square itself is very fine, with St. John's church in front, which has the tallest spire in New-York.

Among the other public buildings, which it is not easy to point out more particularly, are the Roman Catholic Cathedral, and the numerous places of public worship in all parts of the city. These amounted in 1824, to 84 in all, and are now above 100. The *State Prison*, *Penitentiary*, *Fever Hospital*, *House of Refuge for juvenile delinquents*, *Lunatic Asylum*: these are all at a distance from the centre of the city.

Public Schools. The *Public School Society* have eight large brick houses in different parts of the city, averaging about 42 by 85 feet in size, valued with their furniture, at about \$150,000; and the encumbrances, for money borrowed, about \$50,000. About 5000 children are educated at these schools, most of whom pay a small sum, from 25 cents to \$1,25 per quarter; but none are excluded who are unable to pay. The schools are furnished with maps, globes, libraries, &c. and a uniform system, after the Lancasterian plan, is adopted in them all.* Two of them

* *Common School Fund and Common Schools in the State of New-York.*—The foundation of the Common School Fund for the State of New-York was laid in the year 1809, and the first distribution of the income took place in 1816.

are for Africans. The *High School* receives scholars in higher branches. The *Infant Schools* are highly interesting institutions. The *Sunday Schools* deserve particular notice for their usefulness; also the *Mechanics' Society's School*.

The *Athenæum* is a literary institution lately formed. The *City Library* is large, and there are others belonging to the Societies of Merchants' Clerks, Apprentices, &c. There are *Circulating Libraries* at several of the Bookstores in Broadway and elsewhere.

The *Fire Engines* are remarkable for their beauty and excellence, as the Fire Department is for its efficiency and usefulness. There are 47 engines, besides five Hook and Ladder companies.

The *City Hall* contains the common council chamber, with portraits of Washington, Hamilton, Jefferson, and Thompson; court rooms, the police

The productive capital of this fund is invested in bonds and mortgages, canal and bank stocks, and now amount to \$1,661,081, and produces an income of about \$95,000.

The State owns 880,000 acres of land, valued at \$411,288, which lands are, by the Constitution of the State, pledged for the support of common schools. This gives a grand total of \$2,042,113, exclusive of the local school fund, and of a large capital denominated the "Literary Fund;" the income from which is annually paid towards the support of colleges and academies.

In 1823, \$214,840 was paid towards the support of common schools—of this sum \$100,000 was paid from the State Treasury, \$11,905 from the income of the loan school fund, and \$102,934 was raised by tax. The school law requires that a sum shall be assessed on their taxable inhabitants equal to the sum which is paid from the State Treasury to each town, and by a vote at their town meetings double the amount may be raised by tax.

There are 56 counties, 742 cities, towns, and wards, every one of which made detailed official returns of their schools to the Secretary of State, in 1827.

The number of school districts was 8994, the schools in which contained, in 1827, 441,856 children, who were taught on an average 6 months. In 1829, 480,825 children were taught in the Common Schools, at an expense to the public of \$511,888 for teachers' pay alone.

The private schools in the State of New-York are also very numerous, and it is a low estimate to suppose the sum of \$500,000 is annually expended in the state for schools.

In 1828, 276,583 votes were polled in the state of New-York.

office, &c. &c. The top commands a fine view of the city; and access may be had on applying to the keeper.

The *Liverpool, London, and Havre Packets* are fine vessels, and some of them among the most elegantly furnished ships in the world. They lie at different docks in the East River; and the Liverpool sail on the 1st, 8th, 16th, and 24th of every month, and returning, leave Liverpool on the same days. The Havre packets sail on the 1st, 10th, and 20th. The letter bags are kept at the bar of the Tontine Coffee House.—6*d.* for every letter.

*Excursions.** Numerous pleasant excursions may be made from New-York in various directions. Manhattan Island affords several agreeable rides; and also Long Island and the neighbouring parts of New-Jersey.

Prince's Linnæan Garden at Flushing. The ex-

* *Rates of Hackney Coaches.*—By the 1st section of the law for regulating Hackney Carriages, it is ordained that the rates or prices to be taken by the owners or drivers of hackney carriages *on the stands therein mentioned*, viz. Trinity Church and Park, for the conveyance of passengers, shall be as follows, viz,

	\$ cts.
For any distance not exceeding one mile, for each person.....	00 25
For any distance over one mile, and within the Lamp and Watch District, for a single passenger.....	00 50
For two passengers, each.....	00 37
For each additional passenger.....	00 25
For attending a funeral in town.....	2 00
For one or more passengers, not exceeding four, around the first, or Sandy Hill tour.....	1 00
For one or more passengers, not exceeding four, around the second, or Love Lane tour.....	2 00
For one or more passengers, not exceeding four, around the third, or Lake's tour.....	2 50
For one or more passengers, not exceeding four, around the fourth, or Apthorp's tour.....	4 00
For one or more passengers, not exceeding four, to Harlem and back.....	4 00
For one or more passengers, not exceeding four, to King's Bridge and back, with the privilege of keeping the carriage all day.....	5 00
And whenever Hackney Carriages shall be hired or paid by time, or detained, the rates or prices shall be as follows: that is to say,	
For any time not exceeding one hour.....	dols. 00 75
and in proportion for a greater or less time.	

The penalty for demanding a higher fare than the preceding is *Ten Dollars*; for refusing to be employed when disengaged, *Ten Dollars*; and for not having a copy of the rates in each carriage, *Fifteen Dollars*

cursion to this beautiful garden and nursery is very pleasant. The Steamboat leaves Fulton-street Slip at hours particularized every day in the newspapers, and affords a view of the most interesting parts of the East River; including the famous rapids at Hurl Gate. The village is small but pleasant. The garden of Mr. Prince will supply strangers of taste and science with rare seeds, plants, flowers, and trees, and has already done much to introduce useful and beautiful varieties into this country. It was first established about the middle of the last century.

The 4 hot houses contain about 20,000 plants in pots; and the garden covers at least 30 acres. The species and varieties of trees and plants amount to about 8000, which is considered the most numerous collection in America. The proprietor exerts himself to obtain all the native productions, as well as all interesting exotics, and for specimens forwarded to him he offers to make satisfactory returns from his own collection. He had, in 1827, 127 varieties of apples, 202 of pears, cherries 76, plums 139, and peaches 84.

The *Navy Yard*, at Brooklyn. See "*East River*."*
Bath, Rockaway and Gravesend, on Long Island, and *Long Branch*,† (Hotels by Renshaw and Sears,) in New-Jersey, fine situations on the seacoast, are among the most attractive for bathing, &c.

SCHOOLEY'S MOUNTAIN.

This is a very fashionable resort during the warm season, particularly for visitors from New-York. The situation is very pleasant, in a variegated tract of country; and affords a most agreeable retreat, with fine air and good accommodations.

At the city of New-York many travellers will com-

* The American Navy consists of forty vessels: of which there are seven 74's, or ships of the line; seven 44's, or frigates of the first class; three of the second class; twelve sloops of war; seven schooners, and other vessels.

† This is a fashionable resort.

mence their tours in different directions ; and a glance at the general *Map of the Routes*, on the preceding page, will assist them in laying their plans. The Union morning line of steamboats is recommended for Philadelphia. The Lehigh Coal Mines may be visited by taking one of the steamboats to New-Brunswick, and there a stage coach ; or a stage coach from Jersey City. By that route the traveller may proceed north to the line of the Erie Canal, or by the direct line to Ithaca, &c. The larger morning boats offer the most rapid, and on the whole the most agreeable means of travelling up the Hudson river. A visit to the Catskill Mountains, and an excursion to Lebanon Springs, via Hudson, are very pleasant variations from the common routine of the route to Albany.

A good general tour is as follows—New-York, Catskill, Albany, the Springs, Lake George, back to the Springs, Schenectady, (or Johnstown,) Niagara, down Lake Ontario, Montreal, Quebec, Montreal, up Lake Champlain to Burlington, cross the country to Connecticut River and Boston—back to New-York by Connecticut River, or by Providence.

This may be varied at pleasure. The Springs may be visited after the tour has been accomplished ; and this will be preferred by many, to enjoy repose after fatigue, and to see the country in the earlier and cooler part of the season. Some may choose first to travel eastward ; and then they will take one of the steamboats which run in that direction. Information concerning most of the land routes may be obtained at the coach offices in Courtlandt-street, near Broadway.

TO THE COAL MINES.

A stage coach goes in a day from Powles' Hook to Easton ; another route is from New-Brunswick. (*See Easton.*)

THE MORRIS CANAL.

This Canal will offer a new and direct route to the Anthracite Coal Mines at Mauch Chunk, Penn.

It will leave the Hudson river opposite New-York city at Powles' Hook. After passing through the low grounds it reaches an elevated tract 50 feet above it, up which it rises by an *inclined plane*. Boats are about ten minutes in being drawn up by machinery. The old road through Newark marshes will make a towing path.

The inclined plane near Bloomfield is 624 feet long, and surmounts an elevation of 52 feet perpendicular, having an inclination of one foot in every 12. When a boat is drawn to the top of the plane, it is received into an empty lock, into which the water is admitted from above, and, by its own operation closes the gates behind it, thus floating it up to the upper level. The wheels of the machinery are provided against too rapid a motion, by a contrivance by which wedges are spontaneously dropped to stop them.

Dover is a village which lies a little beyond; and at a short distance the canal rises to the summit level, which is supplied, for ten miles, from a pond. Not less than twenty miles of the whole route, the canal runs through narrow ravines, between high ridges of granite, which abound in valuable minerals, heretofore transported by land to a distance to be wrought.

With the exception of the Mountain Ridge, the land through which the Morris Canal passes is fertile and populous. The whole rise and fall upon the route amounts to 890 feet; and this is overcome by inclined planes, instead of locks, at as little expense, it is declared, as the lockage of 250 feet would cost.

Newark is one of the most beautiful places in the state. The Canal winds thence to *Paterson*, where it passes along the rocks below the falls, through ex-

pensive excavations. It crosses the Passaic above the Little Paterson falls, on an arched stone aqueduct, 50 feet span.

Paterson is a large and flourishing manufacturing village, situated just below the great and picturesque falls of the Passaic, from which the water is supplied for turning the machinery of numerous large establishments. The place has grown up from almost obscurity within 20 years, and lately contains about 8000 inhabitants. The amount of capital invested was estimated in 1828 at above a million.

In the town there are seventeen cotton factories, containing 30,000 spindles; one flax or sail duck factory, with 1600 spindles; one slitting and rolling mill and nail factory, working annually 396,000 pounds of iron, costing \$10,320, and making, yearly, 351,200 pounds of nails. The cotton factories consume, annually, 2,000,000 pounds of cotton, and the flax factory 600,000 pounds of flax.—There is one machine shop employing 150 hands, connected with which is an iron and brass foundry, working annually 600,000 pounds of iron, and 16,500 pounds of brass: the estimated yearly value of the iron and brass castings is \$25,000.

The scenery at the falls is celebrated for its picturesque character. A perpendicular wall of solid rock rises from the side of a large basin formed by the river, into which the stream falls in foam, from the height of 70 feet. A man repeatedly sprung from that height into the water in 1828, without injury.

When the canal leaves the Passaic, it runs a few miles in the valley of Pompton river, then through a rougher country to Mayville, where it rises 140 feet by two inclined planes. Thence to Boonton Falls on Rockaway river, and up another, 80 feet. The river has a fine fall, well dammed, to supply the canal and several mills. At *Dover* are iron works. At Rockaway is a plane rising 52 feet.

There is a *direct road to Buffalo through Ithaca.*

The following list of books and maps is given for those who may wish for more details concerning the northern states than we are able to furnish in the present summary view.

BOOKS.

- History of the New-York Canals.
- Smith's History of New-York.
- Picture of New-York and Stranger's Guide.
- Dr. Dwight's Travels in the New-England States and New-York.
- Professor Silliman's Short Tour to Montreal and Quebec, in 18mo.
- Tanner's Strangers' Guide to Philadelphia.
- Van Rensselaer's Geological Survey of the Canal Route.
- Hibernicus's Letters on the New-York Canal.
- Spafford's Gazetteer of the State of New-York.
- Spafford's Pocket Guide to the Canal Route.
- Gazetteers of New-Hampshire and Vermont.
- Spafford's Gazetteer of Massachusetts.
- Description Topographique de la Province du Bas Canada, avec des remarques sur la Haute Canada, et sur les relations des deux provinces d'Amérique. Par Joseph Bouchette.
- Greenbank's Views of American Scenery.
- Pictures of Boston, Quebec, &c.

MAPS.

- Eddy's Map of the State of New-York.
- Vance's Map of the Western Part of the same.
- Goodrich's Map of the Hudson River.
- Daggett's Map of Connecticut.
- Bouchette's Maps of Canada.
- Tanner's Maps of different states, &c.

ROUTE FROM NEW-YORK TO ALBANY.

The following steamboats ply between New-York and Albany. North America,* Ohio, New Philadelphia, Albany, Victory, Sandusky, Olive Branch, Bristol, Constitution, Constellation, and Chief Justice Marshall.

There are also others to intermediate places. Most of the Troy and Albany boats, however, stop or touch at those places. These boats lie about the docks at Courtlandt, Cedar, and Barclay-streets.

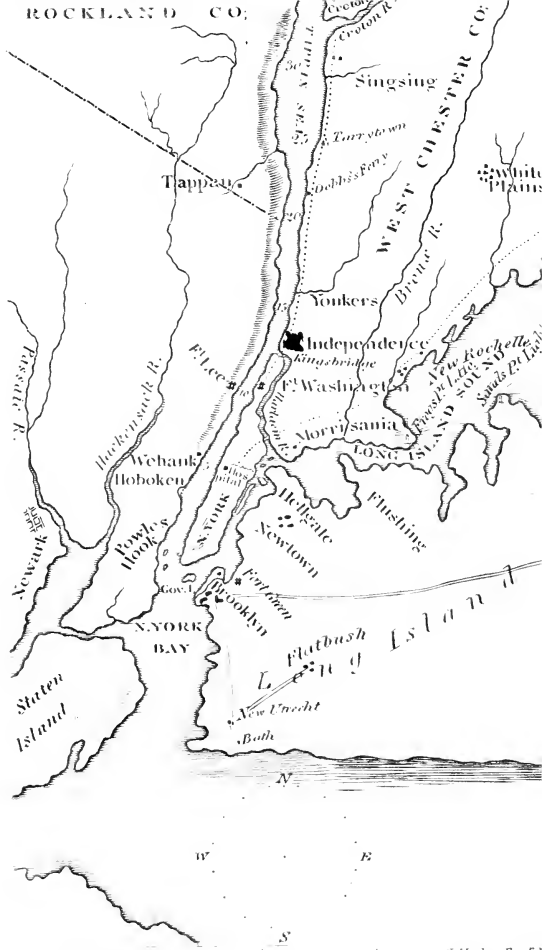
There is some difference in the charges of the boats, but the accommodations travellers will find on board of them are generally good, except when they are too much crowded with passengers. Strangers will generally prefer the large ones, because they are furnished with an upper deck, called the promenade, which is sheltered from the sun by an awning, and affords a much more uninterrupted prospect, as well as better air. As two or three will go every day, and the traveller can choose better for himself, it is unnecessary to make any further suggestions, except that ladies particularly will prefer the day boats, unless they are too much crowded.

Cautions. If luggage is sent by a porter, ask him for his *number*, so that if he is negligent or dishonest, he may be reported at the police office. It is best to go to the steamboat ten or fifteen minutes before the time of departure, to avoid the crowd which always collects at the dock.

PASSAGE UP THE HUDSON RIVER.

On leaving New-York, the traveller finds himself in the midst of a fine and varied scene. The battery

* This boat, in 1828, made the shortest passage ever known between New-York and Albany.—viz. in 10 hours and 30 minutes.



lies behind him, with Governor's Island and Castle Williams projecting beyond ; still more distant opens the passage called the Narrows, with Staten Island on the right, leading to Sandy Hook and the Atlantic Ocean, which is 22 miles from the city. On the west side of the Bay are Bedlow's and Gibbet Islands, with fortifications ; the point at the mouth of the Hudson is Powles' Hook, on which stands a small town in New-Jersey called Jersey City ; and the village of Hoboken is seen a mile or more up the river. The hills of Weehawken appear beyond : as the boat moves rapidly on, it passes the crowded line of buildings in Washington-street, the *North Battery*, and the village of Greenwich.

At Weehawken, under a ledge of rocks facing the river, and about the distance of three miles from the city, is the spot where General Alexander Hamilton fell in a duel with Col. Burr. A monument of white marble was erected to his memory on the place ; but it has been removed within a few years. This is the common duelling ground for combatants from the city, and many lives have been lost on this fatal spot.

The *Palisados*—a remarkable range of precipices of trap rock, which begins near this place, extends up the river on the west side 20 miles, to Tappan, and forms a singular, and in many places an impassable boundary. In some places an old red sandstone foundation is seen below ; but the great mass of the rocks presents the mural precipices of the trap formation, and rises from the height of 15 or 20 feet to 500 or 550.

The eastern shore of the river opposite the Palisados, is for many miles handsomely rounded with hills, and presents many scenes of cultivation, which contrast with the rude cliffs on the left. The soil is inferior ; and the wood land encroaches too much upon the fields and orchards.

The *Lunatic Asylum*, about 7 miles from the city, is a large building of hewn stone, occupying a commanding situation.

Harlæm Heights are a short distance further. They form an elevated ridge across Manhattan island, on which a line of fortifications was thrown up during the Revolution and the late war quite over to the East river.

Fort Lee, on the west side of the river, is situated on the brow of the *Palisadoes*, more than 300 feet above the river.

Fort Washington was a fortress on the top of a high rounded hill, on the east side of the river, 12 miles from New-York. In October, 1776, when Gen. Washington had evacuated the city, and, subsequently to *the battle of White Plains*, (for which see just beyond,) had drawn off his army to Fort Lee, Fort Washington was kept garrisoned, contrary to his advice, and was attacked in four divisions. The Hessians and Waldeckers, under Gen. Knyphausen, went up the hill on the north side, Gen. Matthews on the east, with the English light infantry and guards, marched against the intrenchments, which reached almost to the East river. Col. Sterling made a feint of crossing that river lower down, while Lord Percy with a very strong corps was to act against the western flank.

The Hessians suffered much from the riflemen in passing the swamp, but succeeded, with the other divisions, in driving the Americans into this fort, where they all surrendered, to the number of 2600 men, including militia. They had lost very few; but the British lost about 800.

Fort Lee was immediately evacuated; but the British crossed so speedily at Dobbs's Ferry, that they took the artillery, military stores, baggage, and tents of the American army.

Battle of White Plains. In October, 1776, soon after the American troops evacuated New-York, while General Washington had his army assembled at Kingsbridge, and the British were in possession of the island up as far as Harlæm, General Howe came up the East river, with an intention of surrounding the

Americans. He left his German corps at New-Rochelle, and marched for the high grounds at White Plains, several miles east of the Hudson, to seize the interior road between the city and Connecticut.

Washington penetrated his design, and intrenched himself on the west side of the small river Bronx, with his right on Valentine's hill, and his left on White Plains. He had garrisons near Harlæm, at Kingsbridge, and Fort Washington. Skirmishes were kept up till the British approached very near; when Washington assembled all his troops in a strong camp on the heights near the plains, with the Bronx in front and on the right flank, and a mountainous region in the rear. The right was more accessible; and General M'Dougal was sent to intrench himself on a mountain about a mile in front.

On the morning of October 28th, the British advanced in two columns: the right by General Clinton, and the left by General Heister. The former took post on the Mamaroneck road and the latter on the Bronx,—the armies being a mile distant. Col. Ralle with a Hessian regiment fell upon General M'Dougal in flank, while Leslie attacked him in front with a brigade. The militia soon fled, but the regular troops resisted until overpowered. The British determined to wait; and on the following morning, finding the American position much strengthened, and a height in the rear occupied by the left wing, sent for more troops and erected batteries. Washington, therefore, retired to North Castle; and soon after, securing the bridge over the Croton, and Peekskill, crossed the Hudson.

Fort Independence, on the east side. Opposite, the *Palisadoes* are of still greater height.

Dobbs's Ferry, 10 miles.

Tarrytown, 3½ miles. This is the place where Major Andre was stopped, returning from his visit to Gen. Arnold, and on his way to the British lines. The place was then neutral ground, as the Americans and

English lay encamped above and below. The tree was recently standing under which his captors searched him, and the bank near by had concealed them from his view as he approached them. It was a large tulip tree, 26 feet round and 111 feet high. It was struck by lightning in 1801.

Tappan, on the west side. Andre was executed about a mile west of the river in this town.

The State Prison, at Sing Sing, is in a quadrangle of nearly 44 feet by 480. It has a double stack of cells built back to back, 4 tiers high and 200 on each tier : in all 800. 9 feet distant is the outer wall, which supports a gallery running all round ; size of the cells, 3 feet 6 inches by 7 feet, and 2 feet door way. The whole work was done by convicts, and a great part is of hewn stone. The system is the best—that of the Auburn prison.

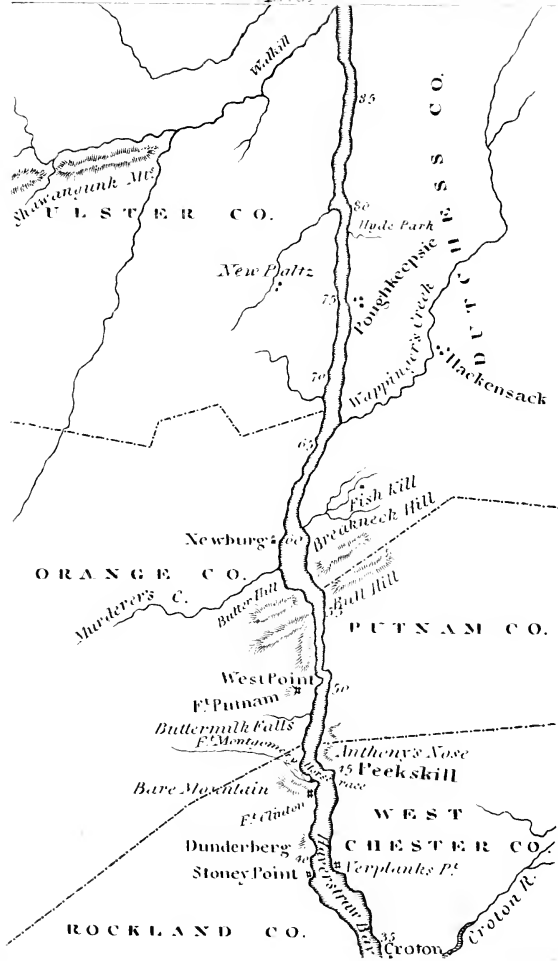
The Sing Sing prison is in plain view from the steam-boats, being only a few feet from the shore. The excellence of this system of prison discipline, which is the invention of Mr. Lynds, the superintendent, (formerly superintendent at Auburn,) consists in its cutting off all intercourse among the prisoners. They are separately lodged ; and though they work together, they cannot converse, even by signs, and therefore can concert nothing, and cannot contaminate each other.

Sleepy Hollow, rendered interesting by Mr. Irving, is a little above Sing Sing.

The *Entrance of the Highlands* is a short distance beyond this place, and 40 miles from New-York. This is a region no less remarkable for the important military events of which it has been the theatre, than for the grandeur and nobleness of its natural scenery.

Stony Point. The little rough promontory on the left, nearly a mile below the entrance of the Highlands, was a fortified position during the American war. The British took it from Gen. Wayne in 1778, but lost it again the same year. There is a lighthouse on the top





Verplanck's Point, on the opposite side, was also the site of a fort; but is now ornamented with a handsome private mansion, and the rocks near the landing are tastefully variegated with a lawn, an arbour, and many fine trees.

FORT MONTGOMERY AND FORT CLINTON. 5 miles.

These forts were taken by Sir Henry Clinton, on the 6th of October, 1777. His object was to co-operate with Gen. Burgoyne, at that time closely watched by Gen. Gates near Saratoga, and to afford him an opportunity to force his way to Hudson river, by effecting a diversion in his favour. For this purpose Sir H. Clinton had left New-York with 3 or 4,000 troops, embarked in the fleet and landed at *Verplanck's Point*. The next morning a detachment was sent to *Stony Point*, and marched round in the rear of these forts, then under the command of Gen. Putnam, and garrisoned by 1000 continental troops, part of whom were unfit for duty, and a small number of militia.

Gen. Putnam, apprized of the landing made at *Verplanck's Point*, and supposing the object of the expedition to be *Fort Independence*, had crossed the river and made preparations to oppose them. He did not discover their real intentions until he heard the firing at forts *Montgomery* and *Clinton*, which are near each other, and were attacked at the same moment. The fighting began between four and five o'clock in the afternoon, and lasted till dark, when the Americans having lost about 250 men, the forts were surrendered; but all the troops who were able, about 450, effected their escape, with the Governor and his brother Gen. James Clinton. The British, proceeding to *West Point*, removed the chain which had been stretched across the river to prevent the passage of their ships; and a part of the fleet, under Sir James Wallace, went up to *Kingston*, with Gen. Vaughan and his troops.

Although they found the village defenceless, the officers ordered it to be burned on the 13th of October. The British proceeded no further than that place ; for the news of Burgoyne's surrender being received a few days afterward, the fleet returned to New-York.

Anthony's Nose. This mountain (which has a profile resembling the human face) rises 1228 feet from the river, directly opposite the mouth of Montgomery Creek, looking down upon forts Montgomery and Clinton. Behind the latter is Bloody Pond, where the bodies of those were thrown who were killed in the defence.

The Catskill Mountains are in sight from the top, part of Connecticut, the Green Mountains, with a view down the Hudson, extending to New-Jersey, and Harlem Heights, Long Island Sound, &c. Even the Lunatic Asylum in New-York can be discovered.

As the steamboat proceeds, several points are observed projecting into the river some distance above ; and West Point makes its appearance on the left hand, with the ruins of *Fort Putnam*, elevated on a commanding eminence, a little beyond, 598 feet above the water's level. The view it commands over this wild and mountainous neighbourhood, as well as its connexion with our history, will render it worthy of a visit. There are still three or four subterraneous rooms to be seen, and the place is so often visited, that the path is plain, and leads to most of the principal objects within it. This fortress commanded at once the river above and below West Point, and the passage into a defile which opens through the mountains westward. That defile was farther defended by numerous little batteries and redoubts on the peaks around it. The summits near Fort Putnam (then Independence) were also occupied, but were not fit for extensive works, although more elevated. During the war a fort stood on the opposite side of the river, called Fort Constitution.

Kosciusko's Monument is erected at West Point : and

the spot is still shown where he cultivated his little garden.

WEST POINT.

This was a military position of great consequence in the war. A battery was erected on the extremity of the point just over the river, to command the channel, while a strong iron chain was stretched across from the shore below, to the opposite side. On the east side of the river is *Cold Spring*, behind it is the *West Point Foundry*, owned by Major Kimberly of New-York. It is the best in the United States, and worthy of attention.

THE MILITARY ACADEMY OF THE UNITED STATES is located at West Point ; and a more delightful situation for such an institution could hardly have been selected. It is designed for the instruction of young men destined for the army ; and secondarily for maintaining the military science of the country. The Academy was established, in 1802, by Gen. Williams, and extends only to the instruction of Cadets. The number of pupils is confined to 250 ; and in choosing from the applicants, the sons of revolutionary officers are allowed the first claim, and those children of officers of the last war whose fathers are dead, the next. There are about 30 professors, instructors and assistants. Some of the Cadets afford assistance in instructing, for which they receive additional pay. The law prohibits admission under fourteen years of age.

The level on which the buildings of the institution are erected, is 188 feet above the river, though it has the appearance of having once formed a part of its bed. The annual expense of the institution to the United States is \$115,000. The sum paid for the education of a Cadet is about \$330 per annum. The library consists of a large and valuable collection of

books, on the various branches of military science, which have been obtained with great assiduity and no small expense from Europe.

The buildings belonging to the institution are five ; all large, and built of stone. There are, besides, six brick buildings for the officers and professors ; near the water, some old military storehouses, which contain arms, &c. used in the revolution. The barracks were lately burnt.

There is a large and conspicuous *hotel* lately erected for the accommodation of visitors.

The course of study is completed in four years, each being devoted to a class ; and includes the French language, drawing, natural and experimental philosophy, chemistry and mineralogy, geography, history, ethics, and national law, mathematics in the highest branches, and lastly, artillery and engineering.

Study concludes each day at 4 P. M. and is succeeded by the parade, which lasts till sunset.

One of the particular spots worthy of attention is Col. Beverly Robinson's mansion on the east side of the river, which was made the head-quarters of the several officers who were at different periods invested with the command of this important part of the country.

In September, 1780, while the British held possession of Hudson river up to the borders of the Highlands, and General Arnold was in command here, a correspondence was carried on by him with the British officers, on the subject of surrendering his post into their hands. To bring their designs to a conclusion, it was determined that a meeting should be held.

Andre was sent under cover of the night from the sloop of war *Vulture*, which was then lying in Haverstraw Bay, to a place which had been appointed for the conference. A man by the name of Smith had been sent on board by Arnold, under the pretence of negotiating about an honourable treaty with Great Britain, and he accompanied Andre to the foot of a mountain called the Long Clove, on the west side of the river. Here

they found Gen. Arnold in a dark grove of evergreen trees, according to appointment.

Daylight put it out of the power of Major Andre to pass in safety the posts at Verplanck's and Stony Points. He was therefore obliged to retire to Smith's house, and change his dress for a disguise.

General Arnold had furnished him with a pass under the name of John Anderson; and on the following evening he set out by land, accompanied by Smith as a guide. They rode that night to McKoy's, after going eight or nine miles: and the next he spent at Pine's Bridge, over Croton River. Here he parted with Smith, and proceeded alone six miles, when as he had passed the American lines, and was approaching those of the British, he was discovered by three men, who were concealed from him behind a bank; and one of them, suddenly stepping from under a tree by the road side, seized his horse by the bridle. They found in his boots a description of the works at West Point, with returns of all the forces of the garrison, in the handwriting of Arnold.

This happened on the 23d of September. A messenger was immediately sent to Gen. Washington; and at Andre's request, Lieut. Col. Jamieson sent to Arnold to inform him that Anderson was taken. The latter messenger arrived first; and Arnold as soon as he learned the truth, rushed down a very steep bank, sprang into his boat, and ordered the rowers to take him on board the Vulture.

On the 29th of September a board of officers was appointed for the trial of Major Andre, and sentenced him to suffer death as a spy. Objections were made to this sentence, on the ground that Andre had been introduced into the American camp under the passport of one of our officers; but the delivery of Arnold being made the condition of his release, and that being refused by the British, he was kept in prison until the 2d day of October, when he was hung at the town of Tappan, where his body was afterward interred.

A few years since the British government sent to this country to obtain his remains, which were removed to England, and placed in the family vault of the then Prince Regent. A cypress tree which grew over his grave was likewise removed to the garden of the present king. The roots of this tree were found to have twined themselves about the skull. In 1827, the corporation of New-York erected a monument over the grave of Paulding, one of his captors.

At leaving West Point, the traveller will observe several remarkably high mountains on both sides of the river, for which he is referred to the map. The distant summit of Catskill mountains is distinguishable. PUTNAM'S ROCK was rolled from the top of Butter Hill, June, 1778, by a party of soldiers directed by Gen. Putnam. On the east side is *Anthony's Nose*.

Newburgh.—This is a town of considerable size, six miles beyond the Highlands, with some handsome buildings. Here begins the *Stage Road* leading from the river to Ithaca, at the head of Cayuga Lake, and communicating, by a steamboat, with the great western turnpike at Cayuga Bridge.

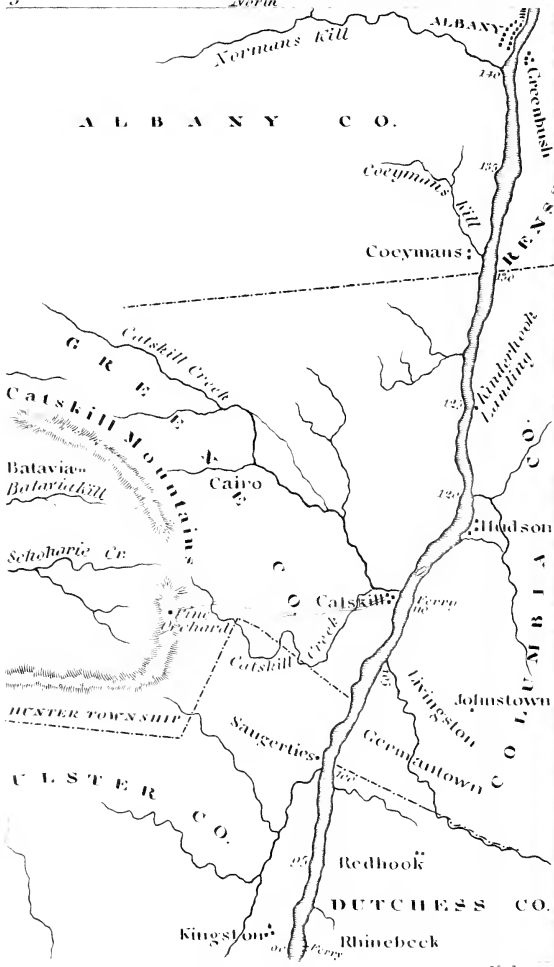
Newburgh is advantageously situated for the eye of one approaching it, as it stands on the declivity of a hill which slopes handsomely to the shore. Half a mile south of the village is seen the old stone house in which Gen. Washington had his head-quarters when the celebrated "Newburgh Letters" came out.

A coach runs daily to Goshen, near which are the Chemung Springs.

Fishkill Mountain.—The summits called North and South Beacons, which rise opposite Newburgh, at a distance of four miles, command a fine view over the surrounding country and the river, which appears, interrupted by the Highlands, like a number of lakes. Fort Putnam is in sight, and it is said that land may be seen in seven different states. Many villages, as well as the river, are included in the view.

Matteawan Factory. Fishkill.—It stands near the river





Hecker

and directly opposite Newburgh. It was commenced in 1814, belongs to Messrs. Schenk, and gives employment to about 300 persons, with 50 power looms, &c. 1,000 or 1,500 yards of cotton are manufactured on an average from the wool every day, principally stripes and ginghams. There is an extensive machine shop connected with it.

Poughkeepsie is worthy of a particular description, as it is a place of considerable importance, and has a singular situation. There are three or four rough and rocky projections on the shore, which break up the streets of the village, and are partly occupied with houses and gardens. The effect is peculiar.

For several miles beyond, the shores are of a regular elevation, but are cut through by several streams, which afford a little variety, as wharves are usually constructed at their mouths, where a sloop or two receive their cargoes of timber or produce for New-York.

Kingston.—The *Delaware and Hudson Canal*, which was commenced in July 1825, and completed, with the works in connexion with it, near the close of 1829, extends from a point on the Rondout, about four miles from the junction of the Waalkill with the Hudson, to the coal mines on the Lackawana creek, in Pennsylvania. The whole route is now complete. The chief part of it, 65 miles, passes through a valley, two or three miles wide, in a south-westerly direction, to the Delaware.

The country at the opening of the canal is remarkably irregular and wild. On rising from the level of the river by locks into the basin, a wild assemblage of rocks, steep hills, and forest trees is suddenly presented to the view, with a few buildings; and after passing through a deep cut, where the work is very neat, and under a high bridge, the boat enters the river, whose smooth and grassy shore offers a very convenient towing path.

The canal is 36 feet in breadth at the surface, and

four feet deep. The locks are nine feet wide, 72 feet in length between the gates, from eight to eleven feet lift, and built of stone.

The country has one peculiar feature on the route from the Hudson to the Delaware: it seems as if it might have afforded a channel to the Delaware, before its waters forced for themselves a new passage through the Blue Ridge. The elevation of this land is 80 feet above the present level of that river.

High Falls.—At the High Falls on the Rondout River, the canal passes over a hewn stone aqueduct of two arches, just above which the cascade is seen, 50 feet high. The falls and the aqueduct both present a fine and striking appearance; the effect of which is still further increased by the passage of the *Five Locks*, by which the ascent is surmounted.

The Summit Level is about midway between the Hudson and Delaware, at a place formerly called Rome, and now Wurtzborough.

The Neversink River is crossed on an aqueduct, and the canal then pursues the course of that river.

Carpenter's Point, on the Delaware, is the place where the canal meets that river, on the line of New-Jersey; and it then proceeds north-westerly, along its course.

The excavations of rocks along the bank of the Delaware, required for the passage of the canal, are in many places on a vast scale; and the variety of natural scenery and artificial constructions presented to the traveller is highly agreeable and picturesque. A wall of stone rising from the river's bank, varying in height from 10 to 20 and 30 feet, supports the canal and tow path, in many places where the rocks have been blasted out with great expense to afford it a passage.

Butler's Falls.—At this place the mountains rise to the height of several hundred feet, and a rock, which appeared to present a natural insurmountable obstacle, has been cut away with immense labour just over the

tumultuous stream, so that boats pass along the smooth surface of the canal without difficulty or exposure, within a short distance of an impetuous current.

The Dam and Aqueduct over the Delaware.—The canal crosses the Delaware opposite the mouth of the Lackawaxen River, on a dam four feet in height; after which it enters the valley of that stream.

The Lackawaxen River.—Along the bank of this river the canal passes for a distance of about 20 miles, supported for a great part of the way on a wall of stone. The wildness of the country on either side will offer continually striking objects to the traveller.

Honesdale.—This village stands at the Forks of the Dyberry, at the spot where the railway meets the canal at its termination. Only a few buildings have as yet been erected at this place.

The Railway, by which the coal is brought from the mines, is provided with steam engines to move the carts. (We return to Hudson river.)

Saugerties.—Here is a large manufacturing place established by Henry Barclay, Esq. of New-York. By a large stone dam on Esopus creek he obtains a supply of water at a fall of nearly 50 feet, which may be twice used on great wheels. The canal or sluice conducts it about two hundred yards through rocks 65 feet high. Here is a mill for paper on the latest English mode, making it in a continued sheet. The iron rolling and puddling mill is 169 feet long, rolls 200 tons a week, and can do double that work. There is an hotel in an elevated situation; and the traveller will find great attractions there in the near and distant scenery.

THE CATSKILL MOUNTAINS.

As the traveller proceeds he observes the distant ridge of the Catskill mountains more distinctly, which limit the view north and westerly for many miles, and form a grand feature in the scene. They nowhere

approach nearer to the river than 8 miles, and in some places retire 15 and even 20.

An excursion to the summit of these mountains is performed by great numbers of travellers; and indeed has become so favourite an enterprise, that it may very properly be ranged among the principal objects in the great tour which we are just commencing. The visit may be accomplished in one day, though two or three may be agreeably spent in examining, at leisure, the grand and beautiful scenery of that romantic neighbourhood. There is a large and commodious house of entertainment erected at the Pine Orchard, one of the peaks of the mountain, about 3000 feet above the river. It is visible from the steamboat; and the ascent to it is performed without fatigue, in private carriages or a stage coach, which goes and returns regularly twice a day. (There is a spring of carburetted hydrogen in Catskill creek.)

The place to land for this excursion is Catskill, where begins a *turnpike road to Ithaca*.^{*} Taking the stage coach here, for \$1 you proceed towards the Pine Orchard, passing a good inn at the distance of 7 miles, (640 feet above the river) and then beginning the ascent, which is surmounted by a winding road that affords much wild scenery and many a glimpse at the surrounding country.[†] Five miles of such travelling brings the visiter to

^{*} The contemplated railroad from Ithaca to Catskill, N. Y. is proposed to be commenced and continued through a corner of Schoharie county, to the head waters of the Delaware; thence to the Susquehanna; thence either direct to Ithaca or down the Susquehanna nearly to the Pennsylvania line; and thence to intersect the Ithaca and Owego railway, at the latter place. The distance is 160 miles, and the highest estimated expense \$1,500,000.

[†] The forests of this mountainous region furnish immense quantities of the bark used in tanning leather; and not less than 23 tanneries are in operation in this county, which supply about four-fifths of the leather annually inspected in the city of New-York. (Edwards' large tannery is in the town of Hunter.) Water power is advantageously introduced to aid in some parts of the process; and the custom has been adopted of soaking the bark in heated water. More than 155,000 hides were tanned in Greene County in 1826. valued at more than \$400,000.

The Pine Orchard. This is a small plain, 2214 feet above the river, scattered with forest trees, and furnished with an elegant house of great size, built for the accommodation of visitors, and excellently kept by Mr. Webb. The Hudson is seen winding from afar through its verdant valley, its margin adorned with villages, and its surface enlivened with vessels of various descriptions. Immediately below is seen a region of uncultivated mountains, which is strikingly contrasted with the charming aspect of fertility that reigns beyond, and presents all the variety of hill and vale, town, hamlet, and cottage.

The Pine Orchard is the resort of so much company during the pleasant seasons of the year, that the attractions of its scenery are redoubled by the presence of agreeable and refined society. Individuals of taste and leisure, and still more parties of travellers, will thus often enjoy a gratification which is rarely to be found in a place naturally so wild and difficult of access.

The Round Top is a summit of greater elevation towards the south, from which the view is more extensive. It is 3,718 feet above the ocean.

On the west side of the river is seen part of the counties of Albany, Greene, Ulster, and Orange; and on the east, part of Putnam county, and all of Dutchess, Columbia, and Rensselaer. The distant high land in the east belongs partly to Taughkannuc and Saddle Mountains, in Massachusetts, and perhaps partly to the Green Mountains in Vermont. Lower down is discovered a range of hills in the western counties of Connecticut. The eye embraces a tract of country about 100 miles in length, and 50 in breadth; and a large part of it is supposed, by geologists, to have formed the bed of a great lake in some long past age, when the Hudson was thrown back by the barrier presented at the Highlands, before the present chasm had been cut for its passage.

Nearly opposite is seen the old Livingston Manor,

which is one of the few great aristocratical estates existing in this part of the country. It originally contained Clermont (14,000 acres), the Manor (146,000), and East Camp or Palatine (6000). This last was settled by exiles from the Palatinate in the reign of Queen Anne.

The Cascades. There is a singular and highly romantic scene which has been intentionally reserved for the last. A path leads through the woods to the cascades, passing near two small *lakes*, from which the supply of water is derived. Carriages may generally be procured to take visitors to the spot.

The stream flows through the woods to where the level terminates, very abruptly, at a high and shelving precipice, descending into a tremendous gorge between ridges of gloomy mountains. The first fall is 175 feet, and the second 80: both perpendicular, without a single protruding rock to break the snow-white sheet.

A building is erected, where refreshments may be obtained; and on the right is a steep path by which even ladies may descend in safety to the foot of the falls.

There is a cavern under the first cataract, where the shelving rock shelters the stranger from the spray, and throws a dark shade around him, which sets off, in the most beautiful manner, the wild scenery below. The cavern is formed by the wearing away of the sandstone rocks, while the stratum of graywacke remains unimpaired.

At a little distance the stream takes its second leap into a dark abyss; and from a rock at that place, it is seen rushing tumultuously along over a steep and rocky channel, winding between the bases of the mountains until it gradually sweeps away towards the south, and disappears among the rude scenery that surrounds it.

After gratifying his curiosity and taste with scenes like these, the traveller will return to Catskill to take the next steamboat: and by making the necessary

arrangements, he can proceed up the river with very little delay.

THE CITY OF HUDSON, $5\frac{1}{2}$ miles.

This is one of the largest and most important towns on the river, and occupies a commanding eminence on the eastern bank, with several ranges of large stores built near the water's level. On the brow of the ascent from the water is a favourite promenade, from which a charming view is enjoyed of the river and the opposite Catskill mountains. The western shore is variegated and beautiful, and contains the village of Athens.

It may be recommended to the traveler who wishes to visit New-Lebanon Springs, to land here and take the stage coaches. In 1827 this route began to grow very common; and it was estimated that 1200 travellers passed through Hudson every week of the travelling season.

Daily lines of stage coaches are now established between Hudson and New-Lebanon; and travellers leaving New-York in an evening boat, sometimes reach the latter place the next day before dinner. From Hudson to New-Lebanon is 28 miles.

The Union road to New-Lebanon is a good one, and passes through a varied, well cultivated, and agreeable tract of country. Stage coaches go from Bryan & Smith's inn; and parties can at any time be furnished with comfortable carriages. Stage coaches go daily to Lenox, Stockbridge, Pittsfield, &c. At Egremont, they exchange passengers with the coaches for Sheffield, Hartford, and New-Haven.

At Hudson carriages may be engaged for Catskill mountains.

The *Columbia Spring* is a place of some resort, and the water is considered effectual in cases of scrofula.

There are extensive manufactories of cotton, calico. &c. &c. in this vicinity.

Claverack is a pleasant village a few miles from Hudson.

The *Great Falls* is a romantic cascade, about 9 miles from Hudson, near the old post route. A stream is precipitated down a precipice of dark rocks, into a deep chasm, shaded with forest trees, and presenting a most picturesque and striking scene. The place is lately visited every season by numbers of travellers; and it is to be regretted that there is no house of entertainment in the vicinity.

There is a large manufactory about 250 yards from the cascade, owned by Mr. Philips. A path leads thence, along the high and steep bank of the stream, to the foot. The ascent to the top of the falls is also accessible, and affords another fine view. The whole descent of the water is said to be about 150 feet, and it is interrupted only by a narrow rock projecting 20 feet from the precipice about half way down. The basin which receives the stream is large, deep, and gloomy: being so surrounded by high hills that the sun falls into it only during a short time about noon. The finest view is perhaps from the side of the basin opposite the falls. Above the cascade the bed of the stream is strewn with rude blocks of slate, 20 or 30 feet across, which are channelled by the water, and in some places piled together so as to form little caverns.

[For New-Lebanon Springs, see page 42.]

Kinderhook. Surveys have been made at the expense of the Legislature of Massachusetts of a route for a railway from Boston to Springfield, and by Castleton, near this place, to the Hudson. The route crosses the Kinderhook, and passes an extensive plain. It comes through Stockbridge, Mass. The survey has been extended along the Hudson to Greenbush, to communicate with the canals. The state of New-York has co-operated; but a bill authorizing the work was rejected in the Massachusetts legislature, in 1830. by a large majority.

Various plans have been proposed, for the improvement of the navigation of this river, and some have been attempted. Nearly \$150,000 have been expended since the year 1797, about \$30,000 of which was by the state.

The *Overslaugh*, 4 miles from Albany, is a place where the channel is narrow and crooked; and much labour has been resorted to in deepening it.

ALBANY, 145 miles from New-York.

Inns. Drake's; Rockwell's, in North Market-street; Skinner's; Cruttenden's, on Capitol Hill; Bamman's, South Market-street; and Fobes's, near the steamboat wharf. The best houses in Albany are large and well kept, and the stranger will find excellent accommodations, provided the city is not too much filled by the session of the Legislature, or some other extraordinary occurrence. The charges, however, are very high in this city, and form a mighty contrast with the moderate demands for food, lodging, &c. in the inns along the course of the canal, and in the canal boats themselves.

Routes from Albany. Stage coaches run daily towards all the four cardinal points; and six or eight frequently set off in the same direction. Indeed, the number is often much greater than this when the full crowd of travellers is pressing towards the Springs. Stage coaches go daily for Montreal, on both sides of Lake Champlain—fare \$14. By steady travelling, you may go to Buffalo in three days, 296 miles. Two or three steamboats go daily to New-York; small packet boats go on the canal to the junction, $8\frac{1}{2}$ miles; and a large and convenient one used to go every day to Schenectady, $28\frac{1}{2}$ miles, but it is uncertain whether it will be continued. The circuit and delays occasioned by the locks, make the passage consume a whole day. The freight boats of the Transportation

Companies are very numerous, and have been fitted up very comfortably for passengers, and convey them at a less price than the regular packets. (Steamboats go frequently to Troy—12½ cents.)

For the *Route to Niagara*, see beyond. For other routes, &c. see index; also "*Remarks*" at Ballston Springs.

The *Capitol*, or *State House*, occupies a commanding position, and contains the Assembly and Senate Chambers, the Supreme Court, the County Court, &c. &c. It is 115 feet in length, 90 in breadth, and 50 high. In the Senate Chamber is a portrait of Columbus, copied from an original in 1592. On the opposite side of the river is Greenbush, famous for more than a century as a cantonment; and the now deserted lines of barracks are clearly seen from the State House. This is the first point worthy of notice, connected with the colonial wars against Canada. At Greenbush, the troops supplied in quotas by the eastern colonies, used to meet those of New-York; and hence they proceeded, under commanders appointed by the British government, against their enemies in the north.

The *Academy*, just north of the Capitol, is a large institution for the higher branches of education.

The *City Hall* will be erected in Eagle-street, near Maiden-Lane, and will be a fine building.

Albany received a great impulse during the late war with England, on account of its local position: but peace brought with it a fatal stagnation of business, the effects of which were apparent in some parts of the city, but the more natural and wholesome prosperity which already begins to flow in through the canal, has done much to obliterate them, and greatly to increase the lower part of the city, particularly near the river. Population in 1825, 15,954.

Mineral Springs. A spring, obtained by boring in the lower part of the city, enjoyed some celebrity for a time, which it has in some measure lost. In 1823

another spring was opened in Mr. McCulloch's garden by boring 617 feet.

The boring of the first spring showed slate rock to the depth of 500 feet. Half a pint of this water contains 14 cubic inches of carbonic acid, and 40.5 grains of saline matter, as follows :

Muriate of soda,	31.5
Carbonate of soda,	2.5
Carbonate of lime,	2.0
Carbonate of magnesia,	3.0
Carbonate of iron,	1.5
	<hr/>
	40.5

Upon comparing the above results with the analysis of various springs at Saratoga, it appears, that the water under examination does not essentially differ from them. The quantity of salts in the latter is nearly as great as that in the Congress waters, which are preferred by many persons to all the springs at Saratoga or Ballston. According to Dr. Steel, the amount of saline matter in a gallon of that water is 676 grains, and of carbonic acid 343 cubic inches ; and if the above analysis be correct, the present water contains, in the same quantity, 648 grains of these salts, and upwards of 235 inches of carbonic acid.

The *Farmers' and Mechanics' Bank*, and the *Albany Bank*, both at the foot of State-street, are handsome buildings of white marble ; and the latter is lighted by a glass dome. State-street deserves to be mentioned, on account of its remarkable breadth and fine appearance. There are sixteen churches in Albany, six of which are built of stone, seven of brick, and the rest of wood. The Museum is in South Market-street.

A *Rail road* is to be constructed to Schenectady, and probably may be in progress in 1830. For 14 miles there is a dead level ; and an agent has been sent to England to acquire information.

There is a fine waterfall about 8 miles from Albany, in a south-west direction, which has recently attracted many visitors, on a branch of Nordman's creek ; and although it presents no perpendicular descent of any considerable height, the water dashes over a great number of little precipices in quick succession, which break it up into a sheet of foam ; and the spot itself is of quite a romantic character.

LEBANON SPRINGS, 25 miles east from Albany.

New Lebanon Springs is one of the most delightful resorts for strangers, in point of situation, being in this respect incomparably superior to either of the great watering places, Saratoga and Ballston. Among all the places which might have been selected for an agreeable residence in the warm seasons, and calculated to please a taste for the softer beauties of nature, none perhaps could have been found more eligible than that we are about to describe.

The village of New-Lebanon is situated in a little valley, surrounded by fine hills, or rather spurs from two ranges of high ground, descending with a rich, and graceful slope on every side to its borders. The valley is almost a perfect level, which contrasts delightfully with the bold sides of the uplands, some of which are divested of their forests, and ornamented with cultivated fields and farms, presenting a rich variety to the eye wherever it turns.

On the side of a hill about two miles east from the village, and about half way to the summit of the ridge, issues out a Spring of clear warm water, which, although possessed of no strong mineral qualities, has given the place its celebrity ; and there stands a fine and spacious hotel, to which the visiter will direct his course.

In coming from the west, the Shaker Village opens just beyond the last turnpike gate ; and on approaching the hotel, it is better to take the road which turns

off to the right, as the direct road up the hill is very steep and laborious.

The terms of boarding are as follows: in July, \$8 per week, and at other seasons \$7. Near the Spring is a Bath House, containing warm, cold, and shower baths.

A little harbour will be observed on the acclivity of the hill above the house, the path to which lies through the garden; and there an uninterrupted view will be enjoyed over the surrounding landscape. A still more extensive one may be obtained from the summit of the hill, by following the road for a considerable distance up, and then turning off into the fields. But the former point of view will be most frequently taken by visitors, on account of the facility of access. On the south-east is the road to Northampton; south-west the most extensive scene, and the road to the Shaker Village; west, village of New Lebanon, and road to Albany and Troy; north-west, the side of a fine sloping hill, well cultivated, and near at hand.

Distances. To Albany, 26 miles; Troy, 27. (This is the shortest way to Ballston and Saratoga Springs, Lake George, &c.) To Hartford, 69; Hudson, 28.

The waters of the Spring are abundant, and much esteemed for bathing, always keeping the temperature of 72 deg. Fahrenheit, although they cannot be supposed to possess any mineral virtues, as may be inferred from an examination of the following analysis given by Dr. Meade, and quoted by Professor Silliman. Two quarts of the Lebanon water contain

Muriate of lime, 1 grain.

Muriate of soda, $1\frac{3}{4}$

Sulphate of lime, $1\frac{1}{2}$

Carbonate of do. $\frac{1}{4}$

Of Aeriform fluids.

Nitrogen gas, 13 cubic in.

Atmospher. air, 8 do.

5 grains.

21

The Lebanon water is therefore purer than most natural waters, and purer than those in the vicinity,

which flow from the very same hill. It resembles very much the Buxton water in England, though it is not quite so warm; and the Bristol water is another example of tepid water almost entirely without mineral qualities. Professor Silliman compares the scenery about Lebanon Springs to that of Bath in England. It is however graduated more on those principles of taste which habit cherishes in an American, as it abounds far more in the deep hues of the forest, and every where exhibits the signs of progressive improvement.

Messrs. Hull & Bentley's house at the Springs is very large, commodious, and elegant; and has accommodated 300 persons at one time. The attendance and table will be found excellent, and Saratoga and Ballston waters may be obtained at the bar. It stands close by the spring, and is furnished with baths supplied with the water. The old house measures 90 feet, and the new one 120 feet long. They stand in the form of an L, and a fine piazza runs along them both, measuring 220 feet. The place now vies with Ballston and Saratoga, and has sometimes counted more visitors than either of them.

There is a small fish pond in the neighbourhood.

ROADS FROM LEBANON SPRINGS.

From New-Lebanon Springs to Troy, there is a very good road, through a variegated country. Distances as follows: to Nassau, 16 miles; thence to Troy, 11.

From the Springs to Hudson is 23 miles, and stage coaches go thither. The following is a table of distances on the road to Boston:

Pittsfield,* 7 miles; Hinsdale, 9; Peru,† 4; Worthington, 6; Chesterfield, 6; Northampton,‡ 13; Had-

* At Pittsfield is a flourishing Boarding School for boys.

† A church roof on a hill in this town, is said to divide the waters of the Connecticut and Housatonic, the rain running from it in opposite directions.

‡ Northampton is a beautiful town on Connecticut River, and well

ley, 3 ; Amherst, 4 ; Belchertown, 7 ; Ware, 6 ; Western, 8 ; Brookfield, 6 ; Spencer, 7 ; Leicester, 11 ; Worcester, 6 ; Framingham, 10 ; Boston, 21—134.

The *Shaker Village*, a few miles from the Springs, is an object of attention to most visitors. The village itself presents a scene of great neatness and beauty, as it is situated on a beautiful level, and laid out with the utmost regularity. The fields are divided by right lines, fenced with the most substantial materials, and cultivated with great faithfulness and skill. It is a leading principle with the society, to allow of no private property : all the possessions of those who join them are thrown into the common stock, and submitted at once to their peculiar system of life and government. Celibacy they insist upon as indispensable ; and they profess to banish the love of wealth and ambition, as well as luxury in all its degrees, from their territories.

So much has been lately published on their peculiar doctrines, that few words need to be said here on the subject. Not that their principles are very perfectly understood by the public ; on the contrary, few indeed can be said to comprehend them, even among the society itself. It may, in fact, be doubted, whether two persons could be found who would give the same representation of the subject.

The founder of their sect was Ann Lee, who came from England some years ago, and established a small "family," as they call it, which has been succeeded by various similar institutions in different parts of the country. They regard that woman as nearly equal to the Saviour of the world ; and themselves as the only persons who have received that spiritual light which is necessary to understand and practise the duty of man, that is, to renounce the pleasures of the world, and, by a life of self-denial, present a living testimony against error and wickedness. Their dress is plain,

worthy of a day's delay at least. *Mount Holyoke* commands the finest view in this part of the country, and is easily accessible. See Index.

and their worship consists principally of a strange and disagreeable kind of dancing, whence they have their name, accompanied with a monotonous song.

Some of their most experienced and perfect members pretend to "speak with tongues," heal diseases with a touch of the hand, and perform other miracles like the apostles. They consider the marriage contract as dissolved on joining the society.

They pay great attention to the raising of garden seeds in most of their villages, as well as to several of the neater branches of manufacture, and derive from both a very handsome income, by making sales at home and in distant parts of the country. Whoever has an opportunity to see this singular people, will probably feel gratified with their neatness, industry, and economy; but will perhaps leave the place with pity for some, and suspicion of others.

Geology. The tract of country between New-Lebanon and Albany is transition. Bluish gray transition limestone, with veins of calcareous spar, abounds here in strata on a large scale, with a considerable inclination. It is compact, with a slaty structure. Graywacke abounds at intervals; also transition slate, and a fine red sandstone. At Greenbush is a bed of unflammable fossil coal, or anthracite.

ALBANY.

The Albany Basin. The northern and western canals unite at the distance of $8\frac{1}{2}$ miles from Albany, and terminate here, at a large basin in the Hudson, one of the greatest works connected with the canal. It is 4000 feet long, and has two or three handsome bridges, one with a draw to allow a passage for sloops, which leads from the foot of State-street. The pier which encloses the basin on the river side, is built of logs, and wide enough for a spacious street. It is a place of deposite for vast quantities of lumber.

Annually there are many arrivals and departures of

canal boats at Albany, with great quantities of flour, and many million feet of plank and boards. Thousands of tons of merchandise, also, go north and west.

The size of this basin may afford the stranger some idea of the extent of the business created by the canals. Here the traveller gets the first view of objects with which he is afterward to become familiar ; and if he is travelling this way for the first time in a few years, he must look with surprise upon the crowd of boats, and the bustle of industry. He may look upon them also with additional interest ; for they will be hereafter presented to his view in many varying forms, though still preserving the characteristic aspect and impression, which distinguish the whole line of internal improvements to its termination. Tolls on both canals in 1829, about \$790,000.

The route to Schenectady, by the canal, although so much longer than the stage road, and so much obstructed by frequent locks, is highly worthy of the traveller's attention, either in going or in returning : for it will afford him an opportunity of seeing the junction of the two canals, the Cohoes Falls on the Mohawk, the locks by which the rise of land is artificially surmounted, the aqueducts which bear the canal twice across the river, the Wat Hoix Rapid, and the gap through which the canal passes ; the scenery at Alexander's Bridge, &c.

Niskeyma, the original settlement of the Shakers, is about $4\frac{1}{2}$ miles from Albany.

ROUTE FROM ALBANY TO NIAGARA.

The boats start from the first lock, which is at the north end of Albany ; so that a carriage will be necessary for the traveller and his luggage.

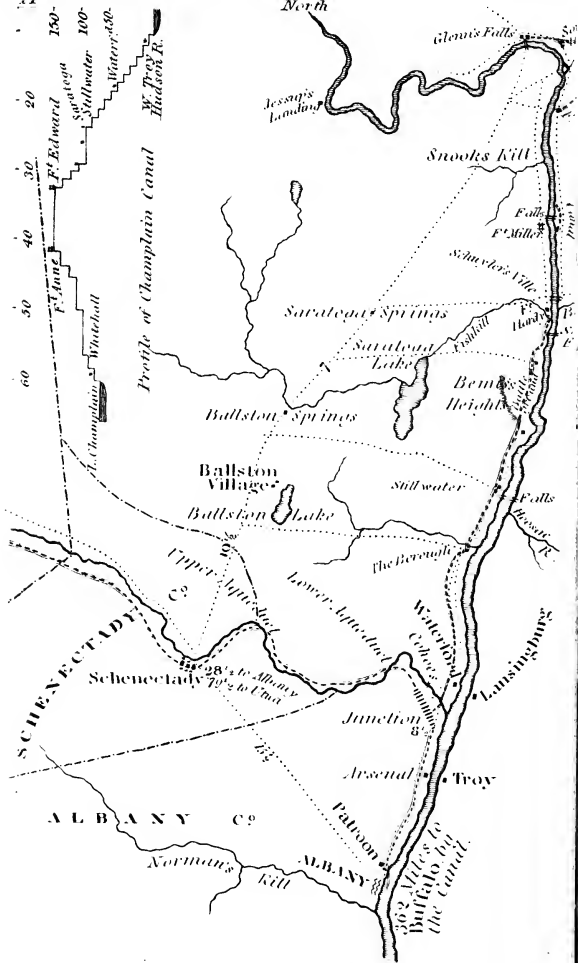
Description of a Canal Packet Boat. The length is 60 or 70 feet, a large part of which is devoted to the dining room, where two rows of tables are set. At night, mattresses are spread on the seats each side,

and in another row above them on cots suspended from the roof. The ladies are accommodated with births in the cabin, which is usually carpeted, hung with curtains, and in other respects more handsomely furnished. The kitchen and bar are conveniently situated ; and the tables are spread with an abundance, and often a delicacy, which may well surprise those not accustomed to the cheapness of travelling in this part of the country.

A small library, a number of newspapers, &c. will serve to make the time pass agreeably, even if the traveller be a stranger, or the weather not inviting. In many places, the view from the deck is highly interesting ; but it cannot be too often recommended to the stranger to beware of standing on deck when approaching a bridge, and never to expose the head or hands out of a window.

RENSSELAERWYCK,

A fine estate with its respectable old mansion house, about a mile north of the centre of the city, is worthy of particular observation, as the seat of the Honourable Stephen Van Rensselaer, who bears the respected old Dutch title of Patroon of Albany. The estate is of immense value, extending ten miles along the river, and double that distance east and west ; while he possesses besides, a fine tract on the Black River, &c. It was formerly entailed and secured by law to the oldest son of the family ; but on the death of the present proprietor it is to be divided equally among all the children. The character of Gen. V. R. is too estimable and influential to allow his name to be passed over in silence, even in a work like the present little volume. He has been a powerful patron, for many years, of all plans for the public benefit, and one of the earliest and most efficient friends of the Erie Canal, which passes through his grounds, and terminates within view of his house.



U. States' Arsenal, $5\frac{1}{2}$ miles, at Gibbonsville. The advantages of this situation will be immediately perceived: the vicinity to the Hudson, the road, and the canal affording every convenience for the transportation of arms and ammunition. This depository of arms, &c. is under the charge of Major Talcott.

The ground occupied by the arsenal extends from the road near the river, back to the tow path of the canal, where are two gun houses, with low projecting roofs to protect the carriages from exposure to the weather. Strangers may easily gain access by mere application at the officers' quarters. One floor is devoted to such arms as are intended for the supply of the military posts, or have been received for repairing. The arms in the other parts are disposed with more taste. The muskets are partly packed in boxes, and partly ranged upright, with fixed bayonets, in compact order; and present an appearance truly formidable. Thousands of pistols are hung overhead; those in the alternate lines standing different ways; and swords with metallic scabbards are disposed horizontally on wire hooks. The walls bear several devices formed of swords, pistols, &c. ingeniously arranged. This is the principal depot of arms and equipments in the northern states.

The passages and staircases are hung with drums, &c. On the ground floor are a few pieces of artillery, and various sizes of shot, shells, &c. &c.

In the yard are two ranges of buildings. That on the north is devoted to workshops for the repair of arms, manufacturing locks, &c. about 30 men being usually employed, most of whom are enlisted. The buildings on the south side are occupied by smiths and carpenters. Behind these is a handsome flower and fruit garden; the kitchen garden being on the north side of the grounds.

The muskets are repaired about once in a year; which costs from 50 cents to \$1 50 or \$2 each. The barrels are oxydized, to prevent rusting. The mus-

kets weigh a little more than ten pounds, and the parts are intended to correspond as nearly as can easily be done.

In the yard are a number of cannon, &c. There are 4 medium 12 pounders, one 24, and one howitzer, all taken at Saratoga; 4 medium 12 pounders and one howitzer, taken at Yorktown; two long antique pieces and one 8 inch mortar, taken at Stony Point; two old French 4 pounders and 14 guns, sent by king Louis to the Continental Congress in the Revolution. These are all of brass, and most of them highly ornamented. The French guns presented by the king bear each an individual name forward, and the inscription "*Ultima ratio regum*"—(the last argument of kings.)

There are also three or four howitzers cast in New-York and Philadelphia in the Revolution, some of the oldest specimens of such manufacture in this country. They bear the letters U. C. for *United Colonies*.

TROY,

On the opposite side of the river is a very handsome town, with fine hills in the rear, the most prominent of which has received the name of Mount Ida, to correspond with the classic appellation of the place. There is a good horse ferry, which helps to render the town a great thoroughfare during the travelling season. The Dam and Basin at Troy form a great and expensive work, and are of marked benefit to the place, by diverting a part of the business of the canal. The court-house, and other public buildings are worthy of notice.

The road to New-Lebanon is a very good and very pleasant one. The distance is 27 miles.

Sandy Lake is 10 miles on this road, Nassau 8 more, village of New-Lebanon 12 further, and Lebanon Springs 2 more.

On Mount Ida, the hill east of Troy, is a fine succession of waterfalls, on two streams, the Poostenkill

and the Wynantskill. One of them has cut its way in some places to a great depth, and takes three or four perpendicular leaps at short intervals of only a few yards. The road to New-Lebanon Springs leads near the place, which is worthy of attention for its picturesque character. There are several mills of different descriptions, and a cotton manufactory on the same stream, where Nos. 34 and 36 are made. The factory is large enough for 2,300 spindles and 70 power looms.

Mount Ida.—The view from the top of this hill, and still more from the mountain behind it, is very extensive and beautiful. It embraces the Hudson for a considerable distance up and down; with the courses of the two canals, before and after their junction; together with many of the objects already spoken of; particularly the range of the distant Catskill Mountains, which present a boundary to the scene in the south-west.

A canal route has been surveyed by the state of Massachusetts, from Boston to Troy. From Troy to Connecticut river, 78 miles of canal would cost three millions of dollars, with a tunnel of four miles through Hoosac mountain, lockage 611 feet.

At the *Van Rensselaer School*, the students deliver lectures, by turns, on the branches of study to which they are devoted; and during the pleasant seasons of the year, they allow much time to making personal observations on farming, the botany of the neighbourhood, &c. Boarding costs about \$1,50 per week, and no charge is made for room rent, use of the library, apparatus, &c.

Rensselaer School at Troy.—A very liberal and generous step has been adopted, with regard to the admission of pupils into this institution. Any person above 18 years of age is gratuitously offered education, who shall present a certificate from the first judge of any county in the state, attesting his scientific acquisitions to be equal to those required by law, to be taught in any incorporated academy there: and that

he has a good moral character, and will return to his county and exert himself to introduce and extend the experimental plan of education.

Miss Willard's Academy, for young ladies, is also a very respectable establishment.

The *Flour Mill*, south of the town, can grind 2000 bushels of wheat in a day, and 1500 with ease.

The *Nail and Spike Manufactory* makes, of red-hot iron, every thing from a shingle nail to a ship spike.

HYDROSTATIC LOCK.

In order to prevent fraud in the collection of toll, three of these works have been constructed:—one at Troy, one at Utica, and one at Syracuse. They are commonly called *weigh-locks*. The following account of them may be interesting to those who have never seen them.

The chamber is on the same level with the canal, and is filled from it by a paddle gate. On a level below the chamber, is a receptacle, into which the chamber can be emptied; and from this the water can be discharged.

“Suppose the column of water in the lock in which the boat is afloat, is 85 feet long, 15 wide, and 4 feet deep; then by multiplying the length, width, and depth of this column into each other, its contents in cubic feet are obtained. The water is then drawn off into the receptacle, and the boat settles down upon timbers, so arranged as to yield to its shape, by which it is supported, without being strained or injured. The quantity of water drawn from the lock is then ascertained by a graduated rod. Suppose the water in the receptacle measures 30 feet long, 25 feet wide, and 5 feet deep: these, multiplied into each other as before, will produce 3750 cubic feet. It appears from the above, that the water, with the loaded boat floating in it, contained 5100 cubic feet, and that the same water

drawn off and measured separately, contained 3750 cubic feet, which, subtracted from the preceding, will give 1350 cubic feet of water displaced by the loaded boat. And as a cubic foot of fresh water weighs 1000 ounces avoirdupois, or $62\frac{1}{2}$ pounds, it follows that $1350 \times 62\frac{1}{2} = 84375$, the weight of the loaded boat. This is to be reduced to tons, and the weight of the empty boat previously ascertained in the same manner, is to be deducted, and the remainder will be the weight of the cargo. After an empty boat has been once weighed, she is numbered, and her weight is registered at the several hydrostatic locks."

Some of the ordinary locks on the route were altered on a new plan in 1827, by which they are emptied in half the former time.

The opportunity for looking around on every side is much better enjoyed in a canal boat than in a stage coach, or even a private carriage, although it sometimes happens, that the road commands more extensive views than the canal. The immediate scene from the latter, however, will usually be found the most agreeable; for a smooth sheet of water, with level and often grassy banks, is a more pleasant sight than a long stretch of muddy or sandy highway. Besides, it is always free from the inconvenience of dust, which frequently renders the roads in this part of the country extremely uncomfortable.

The Double Locks.—The two locks which occur just below the junction of the northern and western canals, were doubled in 1825, to furnish room for the boats, which pass here in great numbers. They are built of marble from Westchester county.

The Junction, $8\frac{1}{2}$ miles from Albany, is where the Northern and Western canals meet and unite. To this spot the canal has been of a greater width than either of the branches will be found to be. The Northern canal runs to Whitehall, Lake Champlain, with locks, a distance of $62\frac{1}{2}$ miles, passing through Waterford, Halfmoon, Stillwater, near Bemis's Heights,

(14 miles from Waterford,) with the battle grounds of General Burgoyne, Fort Hardy, where he surrendered, Fort Miller, Fort Edward, and Fort Anne.

The Erie or Western canal, reaches to Buffalo, on Lake Erie, a distance of 362 miles. It has 83 locks, which raise and lower the water 688 feet in all. The principal points where the most labour and expense were required, are the following :

The Basin at Albany,—the Dam and Basin at Troy,—the Locks at the Cohoes Falls,—the two Aqueducts on which the canal twice crosses the Mohawk,—the long Stone Wall and Locks at Little Falls, together with the beautiful Aqueduct for the Feeder at that place,—the long stretch through the Onondaga Swamp,—the great Embankment at Victor, where for two miles the boats pass 72 feet above the level,—the Aqueduct over the Genesee at Rochester,—the five double combined Locks at Lockport, and the long Pier at Black Rock.

The principal natural objects near it are :

The Cohoes Falls,—Little Falls,—the Falls of Trenton, 14 miles north-east of Utica,—the Lakes of Oneida, Salina, Onondaga, Cayuga, Seneca, and Canandaigua—the three Falls of the Genesee River, at Rochester and Carthage,—Niagara,—and the Lakes of Ontario and Erie.

The amount of toll received on the Erie, Champlain, Oswego, and Cayuga canals, in 1829, was \$816,302.

At the 9 Locks, the road to Waterford leaves the Erie canal on the west, and the Champlain canal on the east; and crosses the Mohawk River below the Cohoes Falls. There is a very fine view of the locks, the river, and the falls, from the road which runs along the south bank of the river, 140 feet high, between it and the canal.

(The book will now follow the great route, westward, to Niagara. For the road to the Springs, see *Waterford*.)

COHOES FALLS.

This is the great Cataract of the Monawk River. The height of the fall is 62 feet. The banks are sheer walls of stratified rock, rough, and sometimes hollowed out beneath, rising about 140 feet above the river for a great distance below the falls. A beautiful new bridge, on Towne's plan, was built across the river in 1828, near the dam, some distance below the old bridge. At first view the cataract appears almost as regular as a mill-dam; but on a nearer approach, the ledge of rocks over which the water is precipitated is found extremely irregular and broken. Many fine fish are caught at the bottom.

The Lower Aqueduct, $2\frac{1}{2}$ miles. On account of the difficulty of cutting the canal along this side of the river, above this place, it was found easier to carry it over, as there is a natural channel on the other side, which will be seen with surprise. This aqueduct is 188 feet long, and rests on 26 stone piers and abutments.

Wat Hoix Gap, $2\frac{1}{2}$ miles—the channel above mentioned.

Upper Aqueduct, $9\frac{1}{2}$ miles—748 feet long, and rests on 16 piers. The scene at *Alexander's Bridge* is fine.

Schenectady (Givens' Inn) is one of the oldest settlements in the state, having been occupied as a little frontier fortress before the year 1665, when it was attacked by a party of French and Indians from Canada, and burnt, and many of the inhabitants murdered. This party was designed against the Five Nations; but being much worn down with travelling in the winter, they fell on Schenectady.

Union College is conspicuously situated a little out of town. Two large stone buildings have been erected several years, but the original plan, which was quite extensive, has never been completed. Dr. Nott is president of this highly respectable institution. In 1828, 79 young men graduated at this institution.

FROM SCHENECTADY TO UTICA.

By the Canal	79½ miles.*
Rotterdam Flats	3 miles.
Flint Hill	8
Fort Hunter	10

North of the canal, and on the bank of the Mohawk, is the place where this little fort formerly stood. Like most of the places of defence built in this state during the Revolution and the French wars, it was small and fitted only for resisting such little bands of enemies as used to approach the settlements on this frontier.

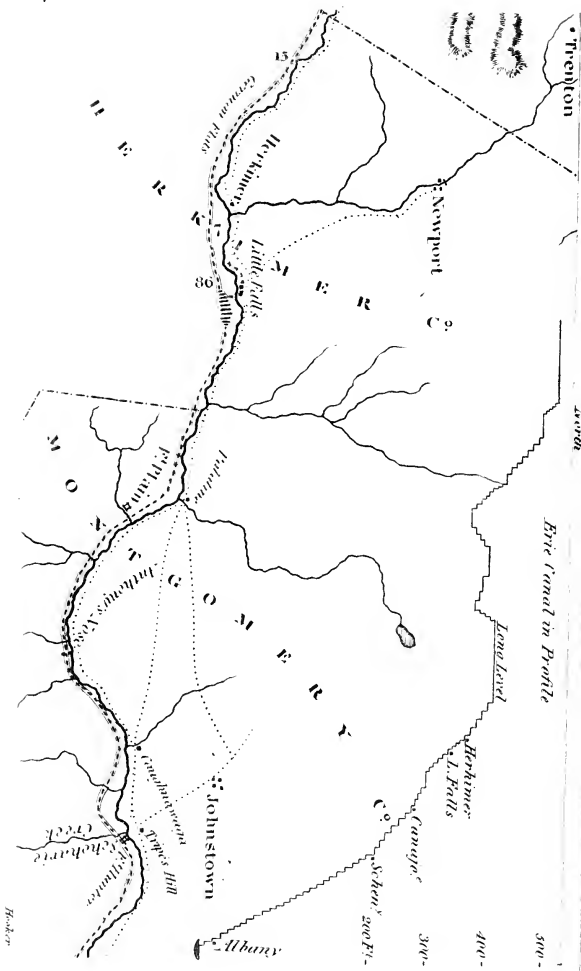
Near this place is the site of an old fort of the Mohawk Indians; and there is still to be seen a chapel built by Queen Anne, near the beginning of the last century, for the use of that nation. It is known by the name of *Queen Anne's Chapel*.

SCHOHARIE CREEK. 1 mile.

Here is a collection of several very interesting works, formed for the convenient passage of boats across a broad and rapid stream. A guard lock preserves the water in the canal from rising or falling, and the current of the creek is set back by a dam a little below, nearly to the same level. The dam is constructed in a manner best calculated to resist the pressure of the current in floods, and when increased by the ice. It has a broad foundation and a narrow top; and it is built so as to present an angle against the middle of the current. An ingenious invention has been devised for drawing boats across the creek by machinery. A wheel turned by a horse moves a rope, which is stretched double across, and is carried round a wheel on the other side; a line attached to this draws the boats, they being kept in their course by another line,

* By the canal, 81 miles. See *Records*, at the end of the volume.





Erie Canal in Profile

500 -

400 -

300 -

200 -

100 -

0 -

100 -

200 -

300 -

400 -

Trenton

Newport

Little Falls

Johnsonville

Albany

Herkimer's L. Falls

Canajoharie

Schenectady

Tippecanoe Hill

Chenango Creek

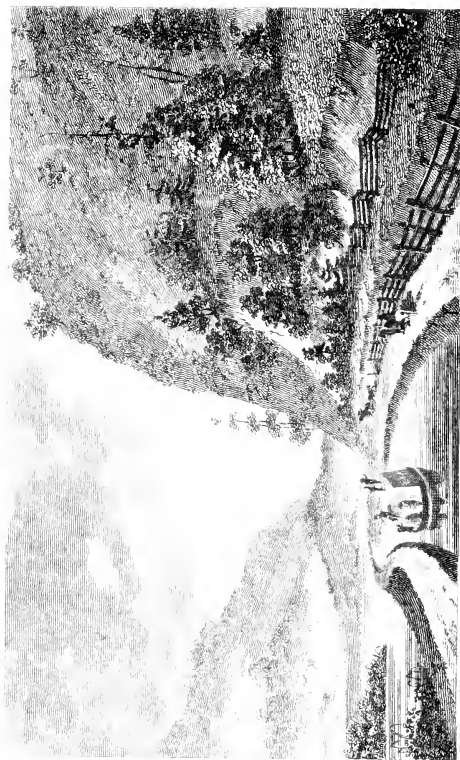
German Flats

36

13

Hooker





which slides upon a long rope stretched across the creek on the other side of the boats.

CAUGHNAWAGA, $4\frac{1}{2}$ miles.

The village of *Johnstown* is situated at the distance of four miles north of the canal.*

Anthony's Nose, $7\frac{3}{4}$ miles. This is a high and prominent hill, rising abruptly on the southern bank of the river. On the top is a remarkable cavern, which extends downwards to a great depth, with several

* *Tribe's Hill* is a commanding elevation within the limits of *Johnstown*. It was formerly the place of the council fire of the Mohawk Indians; and the Germans have corrupted its name to "*Tripe's Hill*," by which it is commonly known.

At *Johnstown*, on the road, are two fine houses, built of stone, standing at the distance of a mile from each other. They were erected by Sir William Johnson and his family, as this tract of country was the place of his residence, and formed a part of his vast and valuable estate. There was originally a third house, similarly built, and at the interval of another mile: but this was consumed by fire. Col. Guy Johnson and Col. John Johnson (sons of Sir William) inhabited two of them until the revolutionary war; when, having attached themselves to the British interest, they removed into Canada, and their estates were confiscated. Colonel John afterward came down with a party of French and Indians, attacked the town, and made prisoners many of his old friends and neighbours.

SIR WILLIAM JOHNSON, who makes so conspicuous a figure in the history of the state about the time of the French war, was born in Ireland, in 1714, and in 1734 came to America, at the solicitation of his uncle, Sir Peter Warren, who had acquired a large estate here through his wife. Sir William became well acquainted with the Indian language and manners, and acquired a greater influence over them than any other white man ever possessed. He rose from the station of a private soldier to the rank of a general, and commanded at lake George in 1755, although, as will hereafter be seen, the title which he there received was really merited by Gen. Lyman. July 25, 1759, he took Fort Niagara, and in 1769 went to join Gen. Amherst at Oswego, and assisted in the capture of Montreal. He died and was buried at his seat, July 7, 1774, at the age of 60, very rich, in consequence of the increased value of his extensive estate after the French war. This building was erected in 1773, and stands nearly a mile westward from the village. It is called *the Hall*.

The Battle of Johnstown. On the 25th of October, 1781, Col. Willet, with 400 white men and 60 of the Oneida tribe, fought 600 of the English and Indians, on the grounds belonging to the mansion. The loss of the enemy was considerable, and they suffered so much during their retreat, that on their arrival in Canada their numbers were reduced to 220.

apartments of considerable size. This hill is represented in one of the plates ; but the view is taken from a spot west of it. The place is quite picturesque, and presents a remarkable assemblage of interesting objects : the Mohawk river, winding through a narrow valley, with the turnpike on the north side, the canal and a country road on the south ; the whole enclosed by rough and elevated hills.

There is every appearance of a rent in the hills having been made by a strong current of water ; and geologists consider them as having originally been a barrier to a great lake which was thus gradually drained.

Canajoharie Creek and Village, 5 miles. Hence a stage coach two or three times a week to Cherry Valley.

Fort Plain, 4 miles. Here is a small village, belonging to a town inhabited by the descendants of Germans. It occupies the site of old Fort Plain. The German language, much corrupted, is spoken here by every body.

This little fort was surprised by Captain Butler in the revolutionary war, on his return from burning Cherry Valley ; and here he committed similar atrocities.

DAM ON THE RIVER, AND FEEDER FOR THE CANAL, 4 miles.

The Mouth of East Canada Creek, on the opposite side of the Mohawk. Near that place, Capt. Butler met a violent death, soon after leaving Fort Plain, on his way back to Oneida Lake and the Oswego. He had crossed the river somewhere below, and while lingering a little in the rear of his troops, was overtaken near the mouth of the creek, by two Oneida Indians, in friendship with the Americans. Seeing them preparing to kill him, he begged for his life ; but they only replied, "*Sherry Valley!*" and tomahawked him on the spot.

Mohawk Castle, 2 miles. This was the principal defensive position of that famous nation of Indians now entirely scattered and lost. As the nearest to the Dutch settlements, and New-England, they were long regarded with peculiar solicitude, and frequently with great dread. They were one of the five nations, of which we shall speak more particularly, at Oneida, and were long faithful and serviceable friends to the white men. Here is an old chapel erected for their use.

Palatine Bridge. A little off the canal, at Palatine, is a school for the education of the Deaf and Dumb, established under the patronage of the state, on the plan of that in Hartford, Connecticut. It is the central school for the state of New-York. (*See Hartford.*)

LITTLE FALLS.

The country presents a varied surface, and increases in interest on approaching Little Falls, which is the most romantic scene on the course of the Erie canal. On reaching a little open meadow surrounded by hills, where the views open upon cultivated fields and a few farm houses, the Mohawk will be found flowing below on the right; while on the opposite side, at the foot of the hills and on the verge of the forest that covers them, the great road is seen, after having been lost to the view for a long time. Here is situated Gen. Herkimer's house, on the south side of the river at the foot of Fall Hill. The road, the river, and the canal are collected again at the head of the valley; for there is but one passage, and that so narrow as hardly to afford room for them all. This is a deep cut through a chain of limestone and granite hills, doubtless torn away in some former age by the force of water. If the chain were again filled up it would throw the water back, and form an immense lake, such as is supposed to have once existed west of this place, and which, by overflowing its bounds, in process of time

wore away the limestone strata, and cut deep into the hard granite, until a mere river succeeded, and the fine alluvial plains above, called the German Flats, were left dry.

The stranger should, by no means, neglect the view of this place. If he reaches it early or late in a pleasant day, particularly near the rising of the sun, the beauty of the scene will be redoubled. On the north bank of the river, the road climbs along the side of the rocks, where there is barely room for its passage. A great part of the way, it is almost overhung by rocks and trees on one side, while on the other is a precipice of granite, cut down by the force of water in perpendicular shafts, originally formed by drills, made by loose stones whirled round in the current. The same appearance extends to the islands and rocks in the channels, many of which appear quite inaccessible, with their ragged and perpendicular sides overhung by dark evergreens, whose shade seems the more intense from its contrast with the white rapids and cascades below. In some places the road is protected by immense natural battlements, formed of massy rock, which have been loosened from above, and planted themselves on the brow of the precipice. The scenery has been compared with that of the river Dove in Derbyshire, and the Killin in Perthshire, England.

On the south side of the river runs the canal, supported by a wall 20 or 30 feet high, constructed at great expense, and rising from the very channel of the Mohawk. The wildness of the surrounding scenery contrasts no less with the artificial beauty of this noble work, than the violence and tumult of the Mohawk with the placid and silent surface of the canal, or the calmness and security with which the boats glide along the side of the mountains.

The traveller may step on shore at the two locks, and walk along the tow paths, as there are five more locks a mile above. If he wishes to stop a few

hours to view the scene more at leisure, the village of Little Falls is only half a mile from that place, where is a large and comfortable inn, with canal boats and stage coaches passing very frequently. If he intends to stay but a few hours, it is recommended to him to have his baggage left at a little tavern on the canal, where it can be readily transferred to another boat.

The *Aqueduct* across the Mohawk is near the five locks; and is considered the most finished specimen of mason work on the line of the canal, though much inferior in size to that over the Genesee at Rochester. It conducts a supply of water from the old canal, formerly built for boats to pass the falls, and communicates also with a large basin on the north bank. It passes the narrow channel of the river with three beautiful arches, which are covered with a calcareous cement roughened by little stalactites, formed by the water that continually drips through the stones. The span of the middle arch is 60 feet. Stones, twigs of trees, &c. on which the water falls, are soon found incrustated with a similar substance. The channel here shows part of the old limestone strata, with the more durable granite rocks laid bare below.

This range of mountains, called in this part of the state the Catsbergs, is a spur of the Alleghany, and extends along the west side of Lake Champlain, till it disappears in the northern levels in Canada.

This neighbourhood is interesting to the geologist, abounding in organic remains, &c. but the ordinary traveller will be more pleased with specimens of the beautiful little rock-crystals (quartz), which are found on the hills about a mile distant from the village. They are perfect in their form, terminating with two pyramids; and are so loosely imbedded in a sandy rock, as to be washed out by the rains in considerable numbers.

There are mills of various kinds at this place.

On leaving Little Falls, the canal enters upon a beautiful meadow of fine soil, and a smooth surface:

through which the Mohawk winds in a placid and gentle current, enclosed on each side by sloping hills. At the distance of *three miles*, we are in the level region called the *German Flats*, famous for its fertility. The inhabitants, who are almost all of German extraction, still preserve their language, and many of the customs of their ancestors, and though often laborious and provident farmers, are little inclined to those improvements in learning or the useful arts, which distinguish so large a portion of the state. The scenes presented along this part of the canal bear a resemblance to some of the meadows of the Connecticut, although of inferior size, and of more recent settlement.

Six miles from Little Falls is *Lock No. 48*. An old church is seen on the south side; and also, old Fort Herkimer.

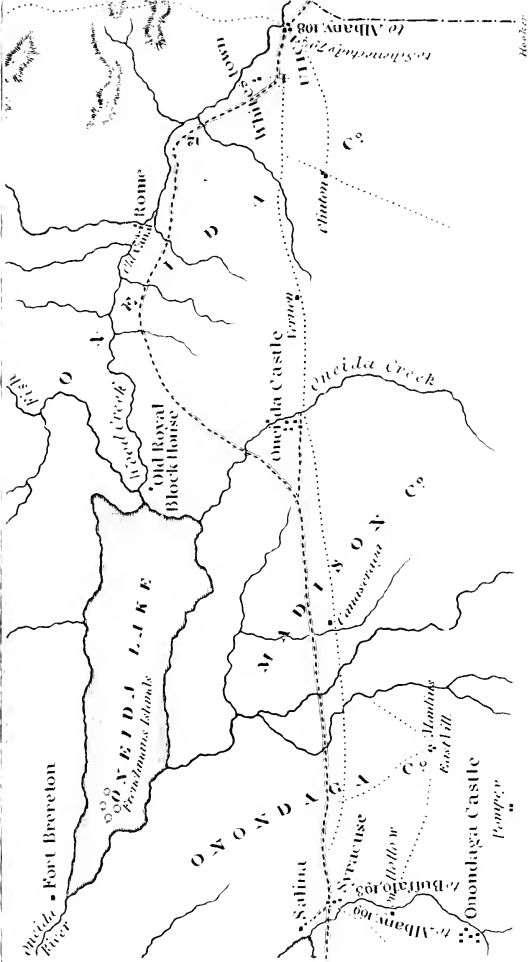
Herkimer. This village is situated about a mile and a half beyond, and a mile north of the canal, on a semicircular plain; the circumference of which is traced by the Mohawk, and the diameter by the great road. It derives its name from Gen. Herkimer, of whom there will be more to say at Rome. Fort Herkimer, or the "Stone House," is near the canal, a mile and a half from Herkimer.

The traveller may take a carriage here, to visit *Trenton Falls*, and join the canal again at Utica; or go first from Utica.

The *Long Level* begins at Lock No. 53, nearly six miles west of Herkimer. It is the longest reach on the canal, without any interruption by locks, extending to Salina, a distance of $69\frac{1}{2}$ miles. After passing Frankfort, we reach

UTICA.

This is one of the largest and most important of the western towns. Here the river, the great road, and the canal, all meet again. There are also roads concentrating here, from various directions, and stage





coaches arriving and departing in great numbers. There are two large stage houses ; one of which, at the canal bridge, will be found most convenient, if not too crowded.

There are several handsome churches in Utica, and one or more for almost every denomination. The streets are broad, straight, and commodious ; and the principal ones well built with rows of brick stores, or elegant dwelling-houses. The bridge over the Mohawk is at the end of the street. There were, in 1825, 5040 inhabitants : a few less than in Rochester.

Weigh Lock. (See p. 52.)

Hamilton College is situated near the village of Clinton, nine miles from Utica. There were fourteen graduated here in 1828.

TRENTON FALLS.

This most interesting vicinity is well worthy the attention of every person of taste, being justly considered one of the finest natural scenes in this part of the country. An excellent inn is kept near the falls by Mr. Sherman, who has a large collection of rare and curious petrifications, collected among the rocks, worthy of examination.

From this house you descend a long staircase down the steep bank of the West Canada Creek, which has cut a frightful chasm through a rocky range, in some places 150 feet deep, and is seen gliding swiftly by through a declining channel below. The chasm continues for four miles, and presents the greatest variety of cascades and rapids, boiling pools and eddies. The passage or chasm between the rocks is everywhere very narrow, and in some places is barely sufficient to permit the stream to pass ; while the rocks rise perpendicularly on each side, or sometimes even project a considerable distance overhead, so that it has been often necessary to form an artificial path by means of gunpowder. These places appear danger-

ous, but only require a little caution and presence of mind to ensure the safety of the visiter, as strong iron chains are fixed into the rocks to offer him security. There are four principal cataracts, between the staircase by which you first descend and the usual limit of an excursion, which is about a mile and a quarter up the stream. The first of these you discover soon after the first turning, and is about 40 feet high ; with the greatest fall towards the west. The top of the rock on the right side is 150 feet high by line measurement. The second is a regular fall, much like a mill dam, about eight feet high ; the third, a remarkably striking and beautiful one ; and the fourth, rather a succession of cascades, but presents many most agreeable varieties.

Near the foot of this a melancholy accident occurred in 1827. A lady from New-York was drowned by slipping from a low bank ; unseen, although her friends and parents were near her. The ear is stunned by the falls, the rocks are slippery, and great caution is recommended.

A singular species of tree is found in this neighbourhood, called the white cedar, with drooping branches, which often grow to such a length as to descend far below the root, towards the water. The rocks here are all a dark limestone, of a very slaty structure, and contain astonishing quantities of petrified marine shells and other animals of antediluvian date, such as dilobites, trilobites, &c. &c.

There are several other cataracts besides those already mentioned, both above and below ; and a stranger might spend some time here very agreeably in observing them at leisure, and in catching the fine trout with which the creek abounds. The house is commodious, and has the reputation of furnishing one of the best tables in this part of the state.

FROM UTICA TO SYRACUSE.

By the Canal 63½ miles.

Whitestown,	4 miles.
Oriskany village,	7
Rome on the right,	8
Feeder from Wood Creek, and the old U.	
S. Arsenal,	1
Oneida Creek,	14
Lock 54, end of the long level, . . .	29
Syracuse,	— $\frac{3}{4}$

These places are noticed in succession.

Whitestown is one of the most beautiful villages in this part of the state, as well as the oldest settlement. All this tract of country was a perfect wilderness in 1735, when Mr. White, from Middletown, in Connecticut, first took up his abode here and lifted an axe against the forest. The traveller may keep this in mind as he pursues his journey, and the progress of civilization will appear more astonishing.

SIEGE OF FORT STANWIX.

On the road from Whitestown to Rome, is the spot where Gen. Herkimer remained under a tree after receiving his mortal wound. In 1777, Gen. Burgoyne sent between 1500 and 1800 men, many of them savages, under Baron St. Leger, to go from Montreal, by Lake Ontario, to attack Fort Stanwix; and then to go down the Mohawk to Albany. Early in August, they arrived at Fort Stanwix. Gen. Herkimer, commander of the militia of Tryon county, was sent against them with 800 men. His men insisted on going on, to meet a detachment under Sir J. Johnson, sent out by St. Leger; but at the first shot they fled. A few remained and fought, and Gen. H. was killed. Congress voted a monument to his memory, but it has never been erected. The Americans lost 160 killed, and 240 wounded and prisoners. Two miles below

Fort Stanwix the canal commences between the Mohawk and Wood Creek.

Fort Stanwix stood 60 or 80 rods N. E. of the centre of the village of Rome, with a deep ditch, three rows of palisadoes, and a block-house in the middle.

Rome. Near this village, when the canal was opened through a ridge of diluvial formation, clams were found alive, which were eaten by the workmen. (Sec Am. Journ. of Sci. &c. Jan. 1829.)

ONEIDA CASTLE.

This is a village on the confines of a tract of reserved land belonging to the Indians of the Oneida nation. The principal residences of most of the Indians in this part of the country were formerly fortified in a manner corresponding with their ideas of warfare, and hence the name of castle attached to this village, as well as to several others which we have occasion to speak of further on.

The Oneidas were one of the original Five Nations, which form so conspicuous a figure in the history of this state, and whose power and influence, at the time of the settlement of New-York and New-England, were extended far and wide.

A mile east of Oneida Creek, and by the road side, is the ancient

COUNCIL GROVE,

Where all the public business of the nation has been, for many years, transacted. It is formed of 27 fine butternut-trees, which, in the summer season, from a little distance, presents a beautiful and regular mass of verdure. Towards the south-east from this place is seen the Episcopal church, a building recently erected for the use of the Indians. Great numbers of the white persons from the neighbourhood also attend service at this house, as well as in the other church, which is supplied with preachers by the Foreign Missionary Society.

In the scattering village about half a mile beyond, there are several decent and comfortable frame houses inhabited by Indian families, whose habits have risen to a higher grade than most of the nation, although many of them are gradually improving, by betaking themselves to agriculture.

A considerable portion of the tribe have recently removed to Green Bay.

Schools among the Indians are encouraged by the general government of the U. S. In the whole country there are 42 schools in different tribes, with 1291 pupils, and 121 teachers. The annual cost to the U. States is \$7000.

The scholars are taught the rudiments of learning under a master and mistress, and also the useful arts.

The Oneida nation were idolaters until within a short time; but a few years ago the nation renounced their ancient superstitious rites, and declared in favour of Christianity.

BROTHERTOWN AND NEW-STOCKBRIDGE

Are two villages, a few miles south-easterly from here, situated on part of the old Oneida reservation, but granted to some of their scattered Indian brethren from Pennsylvania and New-England. New-Stockbridge, until recently, was the residence of the Stockbridge tribe, who came by an invitation from the Oneidas some years ago. They had Christian ministers among them long before they removed from Stockbridge in Massachusetts.

Most of them now reside at Green Bay, on land given them by the Menominies, a nation with whom they are on the most friendly terms; and are adopting to a good extent, the arts of civilized life. They have invited the Oneidas to join them.

Manlius Centre. 50 yards from the canal and two miles east of Manlius Centre, is a curious spring, from which sulphuretted hydrogen rises, and is inflammable.

SYRACUSE.

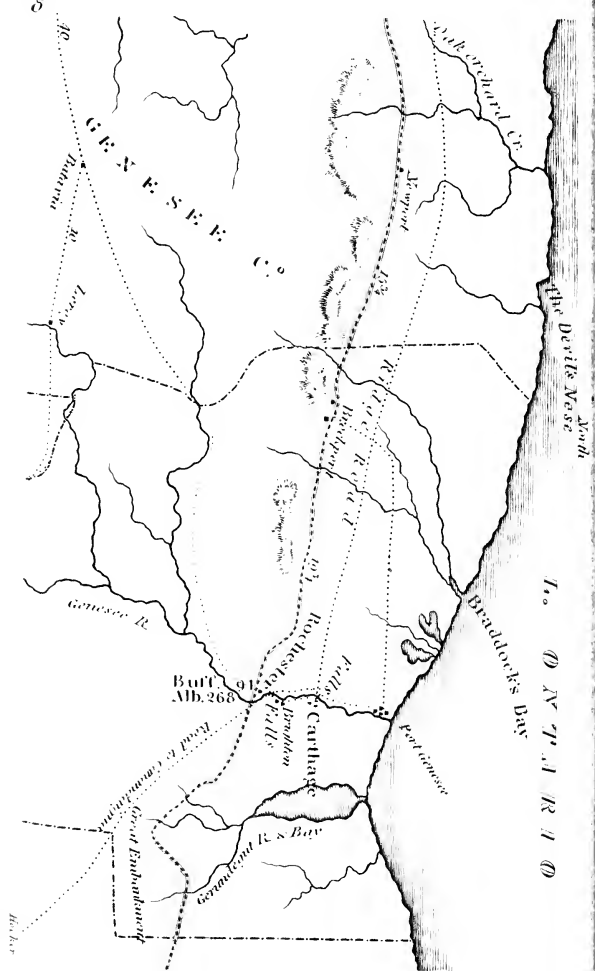
This place is no less remarkable for the rapidity of its growth, than for the peculiar advantages of its situation. The great Salt Spring is only a mile and a half distant, and the water is brought in hollow logs to the salt vats, in great abundance, and at a very trifling expense. These vats will be seen at the western side of the village, and are well worthy of a day's delay, as well as the works at Salina, Liverpool (6 miles distant), and Geddesburgh. In all these four villages, about 500 acres, in 1827, were supposed to be covered with vats, for solar evaporation. The vats are large pans made of wood, three or four inches deep, raised a little from the ground, and placed in long ranges, with a very gradual descent, to permit the salt water to flow slowly along from one end to the other. Each range of vats is supplied by a hollow log placed perpendicularly in the ground; and the constant action of the sun evaporates the water, and leaves the salt to be deposited in small cubical crystals at the bottom. The water is at first a little thick, but gradually deposits its impurities; and the lower vats always show a beautiful white crust, like the purest snow.

Light wooden roofs are kept ready to slide over the vats when the weather requires it; and the salt is taken out once in two or three days, to be deposited in the storehouses, which are built at regular distances.

Thence it is easily removed to the canal, and then is ready for transportation to any part of the country.

In 1823, there were about 100 houses, and the number was doubled in 1824. In 1825, the inhabitants amounted to 1000; and those of the township to 3025. There were then three churches in the village; and 736,632 bushels of salt were manufactured here in that year. In 1827, the salt vats covered one hundred and sixty acres, and cost the companies engaged, \$120,000.





Under such encouraging prospects, the village has acquired its sudden growth and importance; large blocks of stores have been built on both sides of the canal, two or three large inns and stage houses are ready for the accommodation of travellers, and a good deal of trade is carried on in the place. Improvements are still going on rapidly, and it is difficult to foretell where they will stop. Almost 3500 bushels of salt are made here in a year.

The *Oswego Canal*, was opened in July, 1828, leaves the Erie canal at this place, and affords a direct communication with Lake Ontario. A lake ship canal might be made at a small additional expense. The bank is used as a tow path a considerable distance. The shores rise gradually to a height of 100 feet, with few inhabitants and little cultivation. The locks and other works are of the best description, and very admirable workmanship. A barrel of flour will go for six cents less, by the lake and this canal, from Rochester to Salina. It is 33 miles long. Half that distance it is constructed along the bank of the river of the same name, connected with it by locks, and the other half is slack-water navigation in the river. It has 22 bridges, 7 culverts, 1 aqueduct, 2 waste weirs, 8 dams across the river, 13 locks of stone and 1 of stone and timber, with an aggregate lift of 123 feet.

By a recent survey, a canal from Syracuse through Homer to Binghampton, on the *Susquehannah*, has been pronounced practicable. *Syracuse Weigh-Lock*. (See p. 52.)

SALINA

Is situated a mile and a half north from this place, and should not be passed by unnoticed. A small but convenient little packet boat is continually plying between the two places, drawn by a single horse, and passes by many salt manufactories, built on both sides of the canal. The mode of evaporation generally

adopted here, is that of boiling ; and a brief description will convey a clear idea of the process. Each building contains sixteen or eighteen large iron kettles, of 120 gallons each, which are placed in two rows, forming what is called "a block." They stand about three feet higher than the floor ; and under them is a large furnace, which is heated with pine wood, and requires constant attention to keep the water always boiling. The water is drawn from a large reservoir at one end of the building, after having been allowed to stand awhile and deposite the impurities it has brought along with it. A hollow log, with a pump at one end, and furnished with openings against the kettles, is the only machine used in filling them. The first deposite made by the water after the boiling commences, is a compound of several substances, and is thrown away, under the name of "Bittern;" but the pure white salt, which soon after makes its appearance, is carefully removed, and placed in a store-room just at hand, ready for barrelling and the market.

Each manufactory yields about 40 bushels a day, and the different buildings cost about half a million.

There are two large manufactories here, where salt is made in reservoirs of an immense size, and evaporated by hot air passing through them in large pipes. The reservoir of the principal one contains no less than 40,000 gallons. The pipe is supplied with heat by a furnace below, and the salt is formed in large loose masses, resembling half-thawed ice. The crystallization also is different from that produced by the other modes, at least in secondary forms.

The village of *Salina* is of considerable size and a flourishing appearance, considering the shortness of the time since it began to be built, and the serious obstacles it has had to encounter in the unhealthiness of its situation. In 1825, it contained 1000 inhabitants ; the village of Geddes, 520 ; and Liverpool, 375. The extensive marshes which bound it on the west are extremely unwholesome during the warmer seasons of

the year, and the whole neighbourhood is more or less infected with the fever and ague: that terrible scourge, which has retarded so much the settlement of many parts of this western country. Since the marshes have been partially cleared and drained, the disease has been greatly diminished; and it is hoped that time and industry will reduce its ravages still further, if not entirely eradicate it.

The branch canal which runs through this village, is applied to other valuable purposes besides those of transportation. A sluice which draws off a portion of the water towards the marshes and the lake, is made to turn several mill-wheels in its course. A forcing pump raises the water of the salt spring destined to supply the manufactories here and at Syracuse; and a large open frame building shows the spot from which all the kettles and the pans of both these places derive their supplies: that for the latter being elevated to the height of 70 feet, and the pump being able to raise 120,000 gallons in 24 hours.

The *Salt Spring* itself will be viewed as a curiosity, but in its present state presents no very remarkable appearance, as there is little commotion visible on the surface, and the source would seem by no means equal to the great draughts which are continually made upon it.

The *Lake* will be seen at the distance of about a mile. It is six miles long and two broad, and must receive a considerable quantity of salt water from the draining of the marshes, as its banks are covered with saline plants. The valley is surrounded by limestone hills, with petrifications; and gypsum is found in great quantities.

"*The American Salt Formation*," says Dr. Van Rensselaer in his 'Essay,' "extends over the continent from the Alleghanies to the Pacific, between 31° and 45° N. lat. In this immense tract, rock salt has been occasionally found; but its locality is more generally pointed out by brine springs." The salt springs in this state are in the counties of Onondaga, Cayuga,

Seneca, Ontario, Niagara, Genesee, Tompkins, Wayne, and Oneida ; but this is the most valuable on various accounts. In 1828 there were 1,160,888 bushels inspected ; and in 1829, 1,291,820 bushels, showing an increase of 130,932 bushels.

Of this, 745,741 bushels were inspected at Salina, 229,317 at Syracuse, 187,540 at Liverpool, and 129,222 at Geddes.

The number of manufactories was increased during the past year, notwithstanding the reduction in the price of salt ; and the quality of the brine has been improved and the quantity increased by means of perforations into the earth, to the depth of about sixty feet, so that the assurance is given of a supply to the utmost that will probably ever become necessary.

FROM SYRACUSE TO ROCHESTER.

As the traveller is supposed to go to Rochester by the canal, the description of places on the Turnpike is omitted until we reach that part of the country on the return from Buffalo.

By the canal, 99 miles. Weed's Basin 26 m.—A coach to Auburn, 8 miles for 50 cents. 11 m. Montezuma Salt Works. Here begin the Cayuga Marshes. The canal across the marshes was constructed at a vast expense. 35 m. Palmyra. Coach to Canandaigua, 13 m. for 75 cents. The Great Embankment at Victor, 72 feet high, extending 2 miles.

Antiquities. In the towns of Onondaga, Camillus, and Pompey, are the remains of ancient villages and forts, of which a description will be found in Yates and Moulton's new History of the State, vol. i. p. 13. In Pompey the form of a triangular enclosure is visible, with the remains of something like circular or elliptical forts at the corners, 8 miles apart, the whole including more than 500 acres. De Witt Clinton, late Governor of this state, in his memoir, read in 1817, before the Lit. and Phil. Society, thinks the place was

ONTARIO R I P

12 Mile Creek
Port DuLhouste

12 Mile Creek
Port DuLhouste

Deep Locks Canal
Wollast
Chippewa R.

Queenston

Georgie
RIVER

Niagara

Leicester

Reservoir

Lockport

N I A G A R A

Salt Works

Wolcott

Tenawanta Creek

Grand Island

Chippewa R.

Hecker



stormed on the north line. See also *North American Review*.

In Camillus is an elliptical fort on a high hill, three acres in extent, with a covered way, 10 rods long, to a spring on the west, and a gate towards the east. Another is on a less elevation half a mile off, and half as large. Sculls, pottery, and bits of brick used to be picked up in these places. (There is a bed of *Coal* in Onondaga.)

ROCHESTER

Is the largest and most flourishing place in this part of the state, being indeed the fourth in the state in point of numbers, the township containing, in 1827, 10,818. It has several good inns, one of the best of which is the "*Coffee House*," near the canal bridge. It is situated on the west side of the Genesee river, at the upper falls, where it is crossed by the canal; and enjoys the finest advantages for water-mills of all kinds, from the convenient and abundant supply obtained from the falls. *Stage Coaches* go hence, daily, to Buffalo through Batavia; three daily to Canandaigua; one daily to Niagara falls by Lockport and Lewiston, &c. &c.

Rochester was first surveyed into lots in the year 1811, the first settlement made in 1812, and it was not until the latter part of the year 1814, that any considerable addition was made to the number of inhabitants. In September, 1818, the village contained 1049 inhabitants; in August, 1820, 1502; in September, 1822, 3130, (which included labourers on the public works; the permanent population at that time was estimated at about 2700) In 1824, 4274; in 1825, 5271; and in 1827, 10,818.

There are some fine dwellings, an arcade, a court house, jail, market, 13 large flour mills of stone, which can make 342,000 barrels of flour annually. There are 52 run of stones in all. About 9 million feet of

lumber are sawed here in a year; and 5 millions brought down the river. There is a cotton factory, with 1400 spindles and 30 power looms, and a woollen factory; three bridges over the Genesee, 3 canal basins, two dry docks, &c. The Broadway bridge, 600 feet long, is a few yards above the aqueduct.

There is an eye and ear infirmary, a bank, a High School, and 6 meeting-houses for Episcopalians, Presbyterians, Methodists, Friends, and Catholics.

The water power belonging to this village and the vicinity is equal to the power of 38,400 horses; or, 1,920 steam engines of 20 horse power each. Therefore the water power is worth (computing the cost of such engines, as in England, at \$3,330 each; and the annual expense of working at 222 dollars for each horse power,) almost ten millions annually. Only a small part of it is yet used. The whole river supplies 20,000 cubic feet a minute; and the combined height of the falls at Rochester and Carthage is about 280 feet. A fall of $12\frac{1}{2}$ cubic feet of water in a minute, 20 feet is equal to the power of one horse.

The proposed canal from Genesee river to Olean on the Alleghany, would be about 110 miles long, and cost, as is estimated, about \$1,320,000. It would open a valuable trade with the upper valley of the Ohio, and much increase the value of the land.

The *Aqueduct* over the Genesee is one of the finest works on the course of the canal, and is no less remarkable for its usefulness than for its architectural beauty and strength. It is borne across the river's channel, on ten arches of hewn stone. The river dashes rapidly along beneath, while boats, with goods and passengers, glide safely above.

A feeder enters the canal on the east side of the river, where sluices are also constructed for the supply of the numerous manufactories built on the bank. All that part of the canal west from Rochester, is supplied with water from the Tonawanta creek. Other sluices are also dug on the west side, where many other mills

are to be seen. The streets of the town are handsomely and regularly laid out, and several of them are very well built with store and dwelling-houses of brick and stone, and well flagged on the side-walks.

Falls. There is a fall in the Genesee of about 90 feet, at the northern extremity of the town, another near it;* and a fine one at Carthage, which, with the truly impressive scenery of the banks, is worthy of particular attention. To vary the ride, it is recommended to the stranger to go down on one side of the river, and after viewing the cataract, cross the bridge a little above, and return on the other.

The *Lake Ontario Steamboat* touches at Port Genesee, at the mouth of the river, on its way to *Niagara* and to Ogdensburgh—the route to *Montreal*.

Carthage. The fall here is very sudden, though not in a single precipice. The descent is 70 feet in a few yards. The cataract has evidently been retiring for ages, as the deep gulf below the falls, with its high, perpendicular and ragged banks, is sufficient testimony; and the seclusion of the place, the solemn and sublime effect of the scenery, redoubled by the roaring of the cataract, combine to render it one of the most impressive scenes in this part of the country. The precipices are walls of secondary rocks, presenting their natural stratification, and descending from the surrounding level, to a depth of about two hundred feet. A singular vein of whitish stone will be observed, cutting them horizontally, and disappearing at the brink of the falls, which it has kept at their present position: its superior hardness, evidently resisting the action of the water for a much longer time; and probably rendering the descent more perpendicular than it would otherwise be. The rocks are overhung with thick forest trees, which, in some places, have been able to find a narrow footing along the sides.

One of the boldest single fabrics that art has ever

At this fall the noted leaper, Sam Patch, met his death in 1829. He sprang from a stone near the top, and never rose again.

successfully attempted in this country, now shows a few of its remains in this place. The two great piles of timber which stand opposite each other on the narrow level, where once the river flowed, are the abutments of a bridge thrown over a few years ago. It was 400 feet in length, and 250 above the water; but stood only a short time, and then fell with a tremendous crash, by its own weight. Fortunately, no person was crossing it at the time—a lady and gentleman had just before passed, and safely reached the other side.

On account of the obstructions at the falls, navigation is entirely interrupted here; and all the communication between the banks of the Genesee, as well as the canal, and Lake Ontario, is through Carthage. Merchandise is raised up the bank, or lowered down, by means of an inclined plane, very steep, where the descending weight is made to raise a lighter one by its superior gravity.

This obstacle will cause a great deal of merchandise to pass through the Oswego canal.

ROAD FROM ROCHESTER TO NIAGARA FALLS, 87 miles.

To Carthage Falls	2	To Gaines	6
Parma	9	Oak Orchard	7
Clarkson*	7	Cambria	11
Hartland	14	Lewiston	15
Sandy Creek	7	Niagara Falls	7

The principal objects on this road are, the Ridge, Lewiston, on Niagara river, and the Tuscarora Village.

* Holley Village, 25 miles west of Rochester, is 12 miles distant from the sulphuric acid spring in Byron. Professor Eaton mentions this as the only known instance of a spring containing sulphuric acid in the world, with the exception of one in the ancient crater of Mount Idienne in Java. The editor of the Journal, however, mentions another, spoken of by Humboldt, the Rio de Vinagre, or Vinegar river, flowing from the extinct volcano of Parícut, near Popayan, in the waters of which fish will not live, and the spray of which irritates and inflames the eyes of travellers.

Niagara Village will be seen if you do not cross into Canada at Lewiston; and Queenstown if you do. Lockport should, by all means, be visited.

The *Ridge* is a remarkable elevation, of little height, and for the most part very narrow, extending a great part of the distance from Rochester to Lewiston. It is often perfectly level for several miles, and affords an admirable foundation for the road, which has, in consequence, been laid along its top. The manner in which this singular elevation could have been made, has excited the speculations of many curious observers of nature, and been explained in different ways. Some have imagined that the ridge was, at some long past period, the shore of Lake Ontario, and was thrown up by its waves; but it is extremely difficult to understand how the waves could have managed to barricade themselves out of a tract of country. It therefore seems more rational to adopt another theory: that the lake was formerly still more extensive than is here supposed, and overflowed the land some distance southward of this place, when a current might easily have produced a bar parallel to the shore, which, when left dry, might present the form of the ridge.

The ground presents a slope on each side of the path, peculiarly well adapted for home lots, gardens, and orchards; and the frequency and facility of transportation give the inhabitants very manifest advantages. Some well-built, and even handsome, houses will be observed, which are still few indeed, but show that a good style has actually been introduced.

Gasport, $6\frac{1}{2}$ miles east of Lockport, derives its name from the carburetted hydrogen gas which rises in the basin of the canal.

LOCKPORT.

This is one of the interesting places on the canal. Here is the noblest display of locks, two ranges, made of fine hewn stone, being constructed against the brow

of the Mountain Ridge, where the foaming of the waste water, the noise of horns, and the bustle of occupation excite many lively feelings. Above the locks, the *Deep Cut* offers a singular passage between high walls of rocks.

Lockport is one of the most advantageous sites for machinery on the canal, as all the water passes down the mountain ridge, which the canal requires, for an extent of 135 miles; Tonawanta creek being the only feeder from Buffalo to the Seneca river. It is brought down by passing round the double locks, and falls 55 feet into a large natural basin, where two ranges of overshot wheels may be built, each at least 25 feet in diameter. A little water is sufficient to turn wheels of this description. The rocks are blasted out to a depth of 60 feet. Within a few years, the spot has been changed from a wilderness to a village of 2,300 inhabitants. It is 65 miles to Rochester, and 27 to Buffalo.

Minerals. The rocky stratum is a carbonate of lime, containing organic remains; encrinurites, encrinurites, &c. &c. crystals of carb. lime; rhomboidal, dog-tooth spar, 12 sided; fluat of lime; beautiful crystals of sulphate of lime; sulph. of strontian; pyrites; sulphuret of zinc; sulphuret of lead. Collections of minerals may be purchased here. The *Tuscarora reservation* is an oblong tract of land reaching within a mile of Lewiston. They emigrated from North Carolina, near the beginning of the last century, at an invitation from the Five Nations, and were admitted on equal terms into their confederacy, which has since received the name of the Six Nations. They have had a clergyman settled among them for many years, and Christianity has been voluntarily adopted by them. Their village has some handsome and well-cultivated farms, and a house built for public worship.

HINTS TO THE TRAVELLER AT
LEWISTON.

It will be the intention of many strangers who arrive at this place, to devote several days to viewing the Falls of Niagara, the battle grounds in the vicinity, and perhaps in making short excursions in different directions. To those who have leisure, such a course may well be recommended; and it may almost be a matter of indifference whether they first visit the American or the British side. The public accommodations are excellent at both places, and the river may be safely crossed at any hour of the day, by a ferry, at the expense of about half a dollar, including the transportation of luggage down and up the steep banks. A staircase is erected near the falls, on the British as well as the American side, to furnish a convenient mode of descending to the foot of the cataract, where the charge is 25 cents for each person. During the pleasant seasons of the year, both places are the resort of great throngs of visitors. Stage coaches also pass up and down on both sides every day at equal rates.

To such, however, as have but a short time to spend in this neighbourhood, it may be strongly recommended to proceed directly to the British side. The cataract on that side is higher, broader, more unbroken, and generally acknowledged to be the noblest part of the scene. The visiter may indeed see it to great advantage from *Goat Island*, on the American side, but the view from *Table Rock* ought by no means to be neglected. The finest view from the level of the water below is also afforded on the west side.

THE FALLS OF NIAGARA—*from the American side.*

The *Hotels* are large buildings, and very well kept by Mr. Whitney, and commodious.

The height of the fall on this side is 160 feet perpendicular, but somewhat broken in several places by the projecting rocks. It extends 300 yards to a rock which interrupts it on the brow of the precipice. A narrow sheet appears beyond it, and then comes Goat Island, with a mural precipice. Between this and the other shore is the Grand Crescent, for which see a few pages beyond. There is a bridge to the island, which commands many fine views of the falls. It rests on wooden piers sunk with stones.

The *Staircase* conducts safely to the bottom of the precipice ; and boats may row up near to the cataract.

The Sorcerer's Cave.—A very singular cavern was discovered, in 1825, about half a mile below the falls, which is reached by descending the old Indian ladder, a steep path-way, rendered passable by roots, rocks, &c. The cave is about 30 yards below the ladder. The way to it is difficult ; the passage is barely large enough to admit a man, and in it are found stalactites, and specimens of something that seems like petrified moss or wood. About 20 feet above is a beautiful spring, issuing from a rock, in a singular rocky position ; and there is another cave near by, which is also worthy of a visit.

About two miles below the falls, is a Mineral Spring, said to contain sulphuric and muriatic acids, lime, and magnesia.

There is a ferry at Lewiston, which is about half a mile across ; but the current is strong on this side, and the eddy sets up with such force on the other, that a boat moves more than double that distance in going over. The passage is not dangerous, although the

water is much agitated by counter currents and changing whirlpools; for the ferrymen are taught by their experience to manage the boat with care, and not only to take advantage of the currents, but to avoid all the rough places, ripples, and whirlpools. The banks here have an appearance very wild and striking.

The rocks are a dark red sandstone, with thin strata of a more clayey character and a lighter colour, occurring every few feet.

Queenstown, on the Canada side of the river, is a small town, uninteresting except so far as regards its natural situation, and some martial events of which it has been the theatre.

THE BATTLE OF QUEENSTOWN.

During the late war between the United States and Great Britain, in 1812, while Gen. Van Rensselaer was stationed at Lewiston, he formed the bold design of taking Queenstown; and in spite of the difficulty of ascending the steep banks, and the fortifications which had been thrown up for its defence, before daylight on the morning of October 13th, he embarked his troops at the ferry, and passed over the river under cover of a battery. As the accessible points on the coast were strictly watched, and defended by batteries of some strength, the place selected for the attack was the lofty and precipitous bank just above. Two or three small batteries had been erected on the brow, the remains of which are still visible; but this did not discourage the undertaking. The landing was effected, and in spite of the difficulty of the ascent, the heights were surmounted, and the Americans commenced a brisk action on the summit. Gen. Brock, who was at a distance, hearing the guns, hastened to the spot; but under a tree near the precipice was killed by a chance shot. The Americans remained in possession of the heights a few hours, but were then obliged to recross the river.

THE MONUMENT TO GENERAL BROCK.

Was raised by the British government in the year 1824; and the remains of Gen. Brock and Col. M'Donald, his aid, have since been deposited there. Its height is 126 feet; and the view from the top is very fine and extensive, the base being 350 feet above the river. In clear weather, the eye embraces not only the river below, and the towns of Lewiston and Queens-town, but those of Newark and Fort Niagara, at the entrance of Lake Ontario, York harbour, Youngstown, part of the route of the Welland canal, a vast level tract of country covered with a uniform forest, and the horizon, formed by the distant lake itself.

The monument is built of a coarse gray limestone, containing enchrinites, &c. of which the hill is formed. and contains some shells and other organic remains. The old park for artillery, and the marks of various works, will be observed in different parts of the heights.

From Queenstown to Niagara Falls is seven miles, over a level, sandy road.

The country between Niagara and York, U. C., is considered the most beautiful, most fertile, and best cultivated part of the province. It will therefore be worthy of the traveller's attention, as soon as the desired improvements and accommodations shall have been introduced. The scenery is alternately wild and pleasing; and the rapid progress of population, the arts, and business created by the Welland canal and its collateral works, which promise such success, will soon render this tract of country a favourite part of the tour of the northern traveller. A free navigation for the largest vessels used here, between Lake Erie and Ontario, must produce the most important results. Manufactories are already in operation in different places; and the inexhaustible water power of the canal will multiply them to any desirable degree. 40,000 or 50,000 lbs. of raw wool are now annually

consumed in this region by the manufacturers of narrow cloth and satinets; and most of the paper used in Upper Canada is made at Crook's Mill, in West Flamborough.

Ancient Tumuli. Near Sir P. Maitland's (four miles from Queenstown) is a range of rising ground, which overlooks the country and lake for a great distance. Near the top a quantity of human bones were recently discovered by the blowing down of an old tree. A great number of skeletons were found on digging, with Indian beads, pipes, &c. and some conch-shells, shaped apparently for musical instruments, placed under several of the heads. Other perforated shells were found, such as are said to be known only on the western coast of the continent, within the tropics. There were also found brass or copper utensils, &c. and the ground looks as if it had been defended with a palisade.

The *Whirlpool*, sometimes called the Devil's Hole, cannot be seen without leaving the road and going to the bank. The rocks are about 260 feet above the water; they form a deep basin, and the water is extremely agitated.

A leisurely walk the whole distance, near the river, may please the admirer of nature; as the high and rocky cliffs which form the banks on both sides present a continued succession of striking scenes.

Although the surface of the ground frequently indicates the passage of water in some long past period, the whole road is much elevated above the river, and owing to this circumstance the traveller is disappointed at not getting a sight of the cataract from a distance, as it remains concealed by the banks, until he has approached very near. It frequently happens, also, that the roar of the cataract is not perceived before reaching the inn; for the intervening bank intercepts the sound so much, that the noise of the wheels is sometimes sufficient to drown it entirely. Yet, strange as it may appear, the inhabitants declare, that at the same time it may very probably be heard on the shore of Lake Ontario.

THE FALLS OF NIAGARA—from the *British side*.

There are two large *Inns* or *Hotels* on the Canadian side of the river, both situated as near the falls as could be desired. That kept by Mr. Forsyth stands on what ought strictly to be called the *upper bank*, for that elevation appears to have once formed the river's shore. This is the larger house; the galleries and windows in the rear command a fine view of the cataract, although not an entire one, and overlook the rapids and river for several miles above. The other house is also commodious, and commands the same scene from a different point of view.

Following a footpath through the pasture behind Forsyth's, the stranger soon finds himself on the steep brow of the *second bank*, and the mighty cataract of Niagara suddenly opens beneath him. A path leads away to the left, down the bank, to the verge of the cataract; and another to the right, which offers a drier walk, and presents a more agreeable and varied scene.

The surface of the rocks is so perfectly flat near the falls, and the water descends so considerably over the rapids just before it reaches the precipice, that it seems a wonder that the place where you stand is not overflowed. Probably the water is restrained only by the direction of the current, as a little lateral pressure would be sufficient to flood the elevated level beside it, where, there can be no question, the course of the river once lay.

Table Rock is a projection a few yards from the cataract, which commands a fine view of this magnificent scene. Indeed, it is usually considered *the finest* point of view. The height of the fall on this side is said to be 174 feet perpendicular; and this height the vast sheet of foam preserves unbroken, quite round the Grand Crescent, a distance, it is estimated, of 700 yards. Captain Basil Hall and Mr.

Thompson measured the distance from Table Rock to Termination Rock in 1827, and found it to be 153 feet. Goat Island divides the cataract, and just beyond it stands an isolated rock. The fall on the American side is neither so high, so wide, nor so unbroken; yet, if compared with any thing else but the Crescent, would be regarded with emotions of unequalled sublimity. The breadth is 900 feet, the height 160, and about two-thirds the distance to the bottom the sheet is broken by projecting rocks. A bridge built from the American side connects Iris or Goat Island and the main land, though invisible from this spot; and the inn on the same side, in Niagara, is seen a little way from the river. The Biddle Staircase was constructed from Iris Island to the base of the precipice below, in 1829, at the expense of Nicholas Biddle Esq. of Philadelphia, to afford a new point of view to visitors, which is greatly admired. The construction of this staircase is said to have opened one of the finest fishing places in this part of the Union. The water there is the resort of numerous fish which come up from Lake Ontario and are stopped by the falls. The island is 185 feet above the gulf; the first 40 feet of the descent is by stone steps, the next 88 by a spiral wooden staircase, and the remaining 80 feet by stone steps, in three directions.

It may be recommended to the traveller to visit this place as often as he can, and to view it from every neighbouring point; as every change of light exhibits it under a different and interesting aspect. The rainbows are to be seen, from this side, only in the afternoon; but at that time the clouds of mist, which are continually rising from the gulf below, often present them in the utmost beauty.

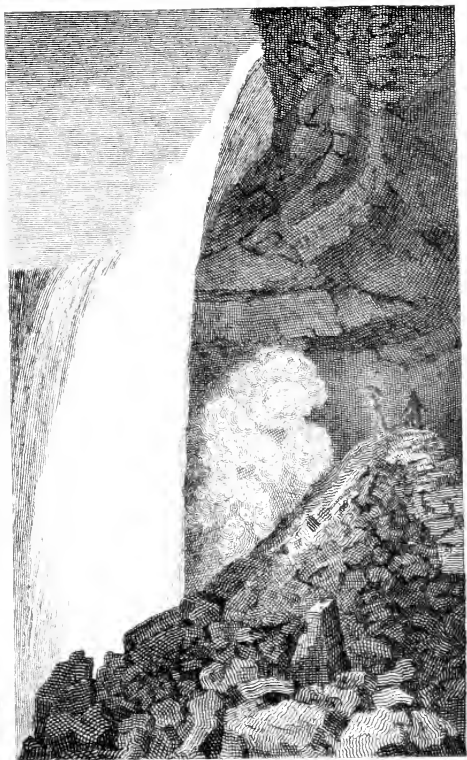
Dr. Dwight gives the following estimates, in his travels, of the quantity of water which passes the cataract of Niagara. The river at the ferry is 7 furlongs wide, and on an average 25 feet deep. The current probably runs six miles an hour: but supposing

it to be only 5 miles, the quantity that passes the falls in an hour, is more than 85 millions of tons avoirdupois; if we suppose it to be 6, it will be more than 102 millions; and in a day would be 2400 millions of tons. The noise, it is said, is sometimes heard at York, 50 miles.

A carriage road has been lately made to the ferry.

THE RAPIDS

begin about half a mile above the cataract; and, although the breadth of the river might at first make them appear of little importance, a nearer inspection will convince the stranger of their actual size, and the terrific danger of the passage. The inhabitants of the neighbourhood regard it as certain death to get once involved in them; and that not merely because all escape from the cataract would be hopeless, but because the violent force of the water among the rocks in the channel, would instantly dash the bones of a man in pieces. Instances are on record of persons being carried down by the stream; but no one is known to have ever survived. Indeed, it is very rare that the bodies are found; as the depth of the gulf below the cataract, and the tumultuous agitation of the eddies, whirlpools, and counter currents, render it difficult for any thing once sunk to rise again; while the general course of the water is so rapid, that it is soon hurried far down the stream. The large logs which are brought down in great numbers during the spring, bear sufficient testimony to these remarks. Wild ducks, geese, &c. are frequently precipitated over the cataract, and generally reappear either dead or with their legs or wings broken. Some say that water fowl avoid the place when able to escape, but that the ice on the shores of the river above often prevents them from obtaining food, and that they are carried down from mere inability to fly; while others assert that they are sometimes seen voluntarily riding among the rapids,



NIAGARA, FROM BELOW.

and after descending half way down the cataract, taking wing, and returning to repeat their dangerous amusement. In 1828, a small boat passed in safety among the islands below the bridge on the United States' side; but in October of that year, two men were lost in a boat which was carried down by the ice.

The most sublime scene is presented to the observer when he views the cataract from below; and there he may have an opportunity of going under the cataract. This scene is represented in the plate. To render the descent practicable, a spiral staircase has been formed a little way from Table Rock, supported by a tall mast; and the stranger descends without fear, because his view is confined. On reaching the bottom, a rough path among the rocks winds along at the foot of the precipice, although the heaps of loose stones which have fallen down, keep it at a considerable height above the water. A large rock lies on the very brink of the river, about 15 feet long and 3 feet thick, which you may climb up by means of a ladder, and enjoy the best central view of the falls any where to be found. This rock was formerly a part of the projection above, and fell, about seven years ago, with a tremendous roar. It had been observed by Mr. Forsyth to be in a very precarious situation, the day before, and he had warned the strangers at his house not to venture near it. A lady and gentleman, however, had been so bold as to take their stand upon it near evening, to view the cataract; and in the night they heard the noise of its fall, which shook the house like an earthquake. A large piece of rock, near the centre of the great horseshoe of Niagara Falls, broke off in the summer of 1829, and fell into the gulf with a crash that was heard several miles off.

In proceeding nearer to the sheet of falling water, the path leads far under the excavated bank, which in one place forms a roof that overhangs about 40 feet. The vast column of water continually pouring over the

precipice, produces violent whirls in the air ; and the spray is driven out with such force, that no one can approach to the edge of the cataract, or even stand a few moments near it, without being drenched to the skin. It is also very difficult to breathe there ; so that persons with weak lungs would act prudently to content themselves with a distant view, and by no means to attempt to go under the cataract. Those who are desirous of exploring this tremendous cavern, should attend very carefully to their steps, and not allow themselves to be agitated by the sight or the sound of the cataract, or to be blinded by the strong driving showers in which they will be continually involved ; as a few steps would plunge them into the terrible abyss which receives the falling river.

In the summer of 1827, a schooner, called the Michigan, which was found to be unfit for the navigation of Lake Erie, being of too great a depth of water, was towed by a steamboat to the end of Grand Island, and then by a row boat under the command of Capt. Rough, to the margin of the rapids, where she was abandoned to her fate. Thousands of persons had assembled to witness the descent. A number of wild animals had been inhumanly placed on her deck, confined, to pass the cataract with her. She passed the first fall of the rapids in safety ; but struck a rock at the second, and lost her masts. There she remained an instant, until the current turned her round and bore her away. A bear here leaped overboard and swam to the shore. The vessel soon filled and sunk, so that only her upper works were afterward visible. She went over the cataract almost without being seen, and in a few moments the basin was perceived all scattered with her fragments, which were very small. A cat and a goose were the only animals found alive below. In October, 1829, the schooner Superior was towed into the current and abandoned ; but she struck on a rock about the middle of the river, and there remained. The notable jumper, Sam Patch, leaped the

following day, from a ladder, 125 feet high, into the gulf, and escaped unhurt.

THE BURNING SPRING.

About half a mile above the falls, and within a few feet of the rapids in Niagara river, is a remarkable Burning Spring. A house has been erected over it, into which admission is obtained for a shilling. The water, which is warm, turbid, and surcharged with sulphuretted hydrogen gas, rises in a barrel which has been placed in the ground, and is constantly in a state of ebullition. The barrel is covered, and the gas escapes only through a copper tube. On bringing a candle within a little distance of it, the gas takes fire, and continues to burn with a bright flame until blown out. By leaving the house closed and the fire extinguished, the whole atmosphere within explodes on entering with a candle.

While on the Canada side of the falls, the visiter may vary his time very agreeably, by visiting the village of Chippewa and Lundy's Lane, in this vicinity; which, during the late war with Great Britain, were the scenes of two sharp contests.

THE BATTLE OF CHIPPEWA.

In July, 1814, the British and American armies being near each other, Gen. Ripley ordered Gen. Scott to make an advance on Chippewa, on the 3d of July, with Capt. Towson's division of artillery; and the enemy's pickets were soon forced to retire across the bridge. Gen. Ripley came up in the afternoon and encamped with Gen. Scott's advance.

The stranger may be gratified by examining the field of these operations, by going to Chippewa village, about two miles above Forsyth's. The American encampment of July 23d is in the rear of a tavern near the road, about a mile beyond Chippewa.

On the 5th, after some sharp shooting, the Indians were discovered almost in the rear of the American camp. At this moment, Gen. Porter arrived with his volunteers and Indians. Gen. Brown immediately directed them to enter the woods and effectually scour them. Gens. Brown, Scott, and Ripley were at the white house, in advance, reconnoitring. Gen. Porter's corps had almost debouched from the woods opposite Chippewa, when the whole British force had crossed the Chippewa bridge, and Gen. Scott advanced, and Gen. Ripley was in readiness to support. In a few minutes, the British line was discovered formed and rapidly advancing—their right (the Royal Scots) upon the woods, and their left (the prince regent's) on the river, with the king's own for their reserve. Their object was to gain the bridge across the creek in front of the encampment, which, if done, would have compelled the Americans to retire. Gen. Brown, fearing a flank movement of the enemy through the woods on the left, directed Gen. Ripley not to advance until he gave him orders. Meanwhile, Gen. Scott, under a most tremendous fire from the enemy's artillery, crossed the bridge, and formed his line. The British orders were to give one volley at a distance, and immediately charge. But such was the warmth of our musketry that they could not withstand it. At this moment, Gen. Brown sent orders to Gen. Ripley to make a movement through the woods upon the enemy's right flank. With the 21st regiment he passed a ravine in his front, where the men had to wade up to their chins, and advanced as rapidly as possible. But before he commenced filing from the woods into the open land under the enemy's batteries, they had been completely broken by Gen. Scott's brigade, and threw themselves across the Chippewa bridge, which they broke down.

Although the Americans were not able to cross the creek, the British thought proper to evacuate Chippewa very precipitately, and to retreat towards Queenstown.

In this affair the British loss, in killed, wounded, and missing, was 514, and the American loss 328.

Nothing of importance occurred after this until the 25th of the same month, the date of

THE BATTLE OF BRIDGEWATER, OR LUNDY'S LANE.

The principal scene of this hard-fought and bloody action is about a mile from the Falls of Niagara, at an obscure road, called Lundy's Lane. Comfortable accommodations are offered there, at the inn of Mr. Chysler. Since their retreat from Chippewa, the enemy had received reinforcements of troops from Lord Wellington's army in Spain; and on the 25th of July encamped on a hill, with the design of attacking the American camp the next morning. At 6 in the evening, Gen. Brown ordered Gen. Scott to advance and attack them, which was immediately done; and in conjunction with Gen. Ripley the attack was commenced in an hour. The British were much surprised at seeing the approach of their enemy at this hour, not having discovered them until they left the woods and began to march across the open level fields seen from Forsyth's Hotel, and about a quarter of a mile to the east.

The following letter, written by a surgeon of one of the American regiments, the day after the engagement, contains some interesting particulars:

"The enemy had collected their whole force in the peninsula, and were reinforced by troops from Lord Wellington's army, just landed from Kingston. For two hours the two hostile lines were within twenty yards of each other, and so frequently intermingled, that often an officer would order an enemy's platoon. The moon shone bright; but part of our men being dressed like the Glengarian regiment caused the deception. They frequently charged, and were as often driven back. Our regiment, under Colonel Miller, was

ordered to storm the British battery. We charged, and took every piece of the enemy's cannon. We kept possession of the ground and cannon until 12 o'clock at night, when we all fell back more than two miles. This was done to secure our camp, which might otherwise have been attacked in the rear. Our horses being most of them killed, and there being no ropes to the pieces, we got off but two or three. The men were so excessively fatigued they could not drag them. We lost one piece of cannon, which was too much advanced, every man being shot that had charge of it, but two. Several of our caissons were blown up by their rockets, which did some injury, and deprived our cannon of ammunition. The lines were so near that cannon could not be used with advantage."

The British lost, in killed, wounded, and prisoners, 373 : and the Americans 360.

WELLAND CANAL.

It may well be recommended to the traveller to devote a little time to visiting this new, important and highly interesting work, which can be done by those who have a short time to spare. Lake vessels are hereafter to go up the Welland or Chippewa river to the canal; and the visiter at Niagara will be but about 3 or 10 miles from some parts of it.

As it may be presumed that a traveller, on a tour like the present, will of course lay aside all private and even national feelings, sufficiently to admire what is great in the enterprise and arts of a neighbouring country, a specimen of human skill and industry like the Welland Canal may be expected to interest those into whose hands this little volume may fall.

The improvement of Upper Canada has had to encounter great obstacles in the climate, the wildness of the country, the vicinity of a land under a different system of government, the large reserves of soil for the support of the clergy. (one-seventh of the whole.)

and a general want of intelligence and enterprise among the inhabitants. Some of these have been already in a considerable degree surmounted, and are likely to be still further overcome, by the encouragements offered by the mother country, the introduction of scientific engineers and funds by the Canada Company, and the unexpected facilities afforded to schemes of internal improvement by the natural features of the province.

The obstacle which it was the object of the Welland Canal to surmount, is of a character that gives great interest to the work. The largest cataract in the world, which presents a scene of confusion, uproar, and tumult, that sets at nought all the rules of order and restraint, was to be surmounted by a system of works in which the rush of the element, so awful, restless, and destructive, was to be curbed and tamed to a calm and gentle descent, and rendered useful to the objects of commerce.

From this tremendous and destructive cataract a portion of power was to be drawn away, insignificant indeed, but sufficient for the necessities of thousands of men; and "divided and conquered," reduced to the servitude of our race, rendered subservient to the complicated arts of civilization, and compelled to perform the most tiresome and trifling tasks in all their details.

The Welland Canal begins near the mouth of Grand River, which empties into Lake Erie, about 40 miles from Buffalo. It will admit the largest vessels on the lakes, viz. those of 125 tons. It was first opened to navigation in November, 1829, precisely five years after its commencement. The work begins at Port Maitland on Grand River, about 40 miles from Buffalo, where it is raised eight feet above the level of Lake Erie, and proceeds, with only descending locks, to Port Dalhousie, the water being taken from Grand River, above a dam erected for the purpose, at the falls, five miles from its mouth. Travellers who have it in their

power should not fail to begin their voyage here, as the whole work is worthy of attention ; but the lower half of it presents the chief assemblage of interesting objects.

The whole canal was nearly completed about the beginning of 1829, when the sliding of the banks at the Deep Cut, near Lake Ontario, made it necessary to make some alterations in the plan. From Lake Erie, across the Wainfleet Marsh, to the Welland or Chippewa River, the level of that lake was at first preserved. It has since been raised five feet. The Welland was to be communicated with by means of two locks of six feet lift, and to serve as a part of the navigable route for nine miles, to within three-quarters of a mile of the Deep Cut. The Deep Cut was to have been dug down to the level of the Welland ; and the excavations had already been nearly completed when the accident occurred. The canal is now carried across the marsh at a level five feet above that of Lake Erie, to Welland River at a point five miles and a half below the place before designed ; across that river on an aqueduct, which is high enough to permit the passage of vessels ; and then along the northern bank, to the Deep Cut, at the northern end of which it descends by two locks. Beyond that point the original plan is preserved.

The Grand River, at the dam, is nine chains across ; and the canal beginning at Broad Creek, near its mouth, and two miles from the mouth of Grand River, proceeds in a perfectly straight line ; and a communication is open with Welland River by locks, at the aqueduct and at the Deep Cut.

Port Maitland is capable of receiving a great number of vessels such as navigate the Lake, for which the Canal is calculated. The neighbouring part of the lake is free from ice earlier in the spring than that near Buffalo ; and it is believed by the Canadians, that the access to the mouth of the Welland canal will be open about four or five weeks earlier

every year. This of course would be a great advantage. It is not, however, to be expected that the New-York Canal will suffer any injury from the present work. The business will soon be greater than can be done upon it; and will increase with great rapidity, particularly after the opening of the Ohio Canal.

Mainfleet Marsh. This is a tract of swampy land, elevated only about eight feet above the level of Lake Erie, and extending from its shore to Welland or Chippewa river. The canal passes it by a thorough cut ten miles long, and varying from ten to sixteen feet in depth, communicating with many ponds and pools. This is the depth designed to cut this part of the canal, since it was determined, in 1828, to draw the supply from Grand River, and raise the summit level several feet, on account of the caving in at the Deep Cut. It is a fact well established by scientific surveyors, that only a narrow ledge of rocks occurs between the two lakes, and that, if this were removed, the soil is generally of so loose a nature, that a current of water might soon wear away a deep channel, drain off Lake Erie, and cause a tremendous inundation. This barrier will be seen at the *Mountain Ridge*, on the northern part of the Canal, where the descent is above 300 feet. From Lake Erie to that place the stranger will observe that he proceeds on an almost uninterrupted level. The continuation of the Mountain Ridge forms the Falls of Niagara, and the elevation of ground at Lockport, surmounted by the noble works at that place. It runs for many miles, presenting towards the east an irregular line of precipice, with salient and re-entering angles, like an immense fortification. Most of the streams which fall over it pour down the ravines thus formed.

An experienced and capable engineer, Judge Geddes, first published this fact in the *Journal of Science and the Arts*, and stated that there appeared to be every reason to suppose one of these natural ravines received the Niagara river at the Falls: and that the

apparent attrition of the rocks for a great distance below, and the general belief of the cataract having retired for miles, are not to be confided in.

The *Welland River*, a very sluggish stream, was to be used for ten miles, being entered by a lock of eight feet lift, a towing path being formed along its bank. It was, however, determined, in 1828, to cross this stream by an aqueduct. This river has a course of 30 or 40 miles, between the two lakes, but nearly on a level with Lake Erie, and empties into Niagara River about two miles above the falls. It was intended that vessels passing the sloop lock at Black Rock, should enter the canal by this route; and the Canal Company were authorized to make a towing path along the Niagara and the Welland Rivers. Its breadth is from three to four chains.

The *Deep Cut*. We approach a part of the canal in which the greatest labour and expense were required. It extends one mile and three quarters, and required the excavation of 1,477,700 cubic yards of earth. The excavation is now to an average depth of 45 feet. The ground is undulating, and the greatest depth is 56 feet.

The surface suddenly rises to the height of 33 feet; and 106 chains further, to 56 feet 6 inches. Thence it descends until, at the end of the Deep Cut, it is only 30 feet. This ground has been excavated, and the level of the canal preserved, by the greatest work of the kind in America, excepting perhaps the aqueduct on the plain of Mexico. The earth, to 12 or 18 feet below the surface, was clay mixed with a little sand. Below that was a hard blue clay, frequently requiring the pickaxe. The earth dug out near the middle of the cut was raised up the banks, which are 150 feet apart at the deepest places, as the nature of the soil required a gradual slope. In 1828, however, great masses sunk down again into the canal, so that the excavations are made to a level 17 feet above that at first designed.

Lock No. 1, of the Mountain Ridge, is 4 miles and 23 chains from the Deep Cut. The intervening surface is undulating, and the canal passes alternate ravines and ridges. By damming the former a little way from the line on the left, numerous pools or reservoirs (taken together, two miles in length) were formed, which would have been very useful for the locks.

Near the brow of the Mountain Ridge is an elevation, which required an excavation nearly 20 feet deep for 20 chains. On this level are four twin bridges, with butments 40 feet asunder, corresponding with the breadth of all the locks westward of this place, which are 40 feet by 125, and able to admit steamboats up to this point, either from Grand River or Niagara River, by the Welland.

Locks Nos. 1, 2, 3, 4, are in a ravine 52 chains in length, which introduces the stranger to the most remarkable scene of the kind in the world.

The Mountain Ridge. Within the extent of a mile and 55 chains are 17 locks of 22 feet by 100, which overcome nearly the whole elevation of Lake Erie above Ontario. The canal winds along the face of the descent, bending to the left and the right, to give room for reservoirs between the locks, necessary for a convenient supply of water. None of the locks are less than 30 yards apart. This is the only part of the route where rocks were to be excavated, and the amount of rock removed here was 70,000 cubic yards.

At the foot of this long and steep descent the canal enters a ravine, which extends two and a half miles through 12 locks, between high banks, to

St. Catharine's. The descent from the top of the ridge to this place is 322 feet. Though a small village, St. Catharine's has already become a place of considerable importance. To Lake Ontario from this place, five miles, there are four locks, 32 feet by 125, and one of ten feet lift. The route runs chiefly along the valley of the principal branch of the Twelve Mile Creek.

Port Dalhousie, the harbour of the Welland Canal on Lake Ontario, is protected by two fine piers, run out 200 or 350 yards, nearly at the angle of storm, which is about 80 degrees west: the eastern overlapping the western, with a return pier, which is better than the break-water originally proposed. The ground was here found to be a brown alluvion, well fitted for the driving of piles. A large harbour for boats, and a timber pond for rafts, have been formed by damming the mouth of Twelve Mile Creek, which throws the water back over an area of 500 acres. A waste weir lets off the surplus water without allowing it to enter the harbour, so that there is no current formed through it, and no danger is incurred of forming a bar at its mouth. A lock of five feet lift raises vessels from the harbour to the basin.

It has been ascertained that a branch canal might be cut on a dead level, and at the expense of only 20,000*l.* from somewhere near the foot of the Mountain Ridge to Niagara, nine miles; but no decisive measures have yet been adopted. It would cross Ten, Four, Two, and One Mile Creeks.

The Canada Land Company, by whom this magnificent work has been planned and accomplished, is a corporation, under the parliament of the colony, with a capital of \$800,000, of which a large portion was supplied by individual subscriptions, partly in New-York and England. The government of Upper Canada subscribed \$200,000 and lent \$100,000. That of Lower Canada subscribed \$100,000. The British government have granted them one-ninth of the whole cost of the work, and 13,600 acres of land on the route, west of Welland River. Public stores, &c. are to be transported on the canal free of duty.

This canal admits larger vessels than any other in America, except the Delaware and Chesapeake Canal in Pennsylvania, for which see the *index*. The locks are of wood, but built on the most approved principles. The common dimensions are 100 feet

long, 22 wide, and 8 deep; and are calculated for vessels of from 100 to 125 tons burthen. The largest schooners heretofore used on the lakes, are stated to be not more than 90 feet long, 20 wide, with a burthen of from 60 to 90 tons. Many of the locks required puddling and flagging.

The lockage on this canal being all on one descent, there never can be any want of water: Lake Erie being on the summit level. The numerous ponds and pools are however convenient reservoirs. The nature of the work is such as to allow deepening the water by merely building the locks so much higher, and raising the dam over Welland River.

Men of science in the branches of engineering which relate to the construction of canals, have spoken with approbation, and frequently admiration, of the modes adopted on the line of the Welland Canal: the manner of removing earth from deep cuttings; the plans of the wooden locks, paddle gates, draw-bridges, &c.

The town of Guelph is a creation of the year 1827; it was laid out and settled under the direction of the *Canada Land Company*; and a village has suddenly sprung up in the midst of the wilderness. The Seminary was founded the first year of its existence, and there have been built the Company's office, of stone, 32 feet square, a church, and schoolhouse. This place is the central settlement on a tract of the Company's lands in the Gore District, called the Township of Guelph, containing 42,000 acres of Crown reserves for the Six Nations. The Clergy Reserves are on the N. E. of it, beyond which are Flamboro' and Beverly. The township of Waterloo is S. S. W. of Guelph; and probably the wealthiest farming township in the province. Guelph Township has a soil of black, fertile, sandy loam, bearing beech, maple, elm, bass, ash, cherry, some pine, cedar, and hemlock. The surface is irregular, and the streams swift. The town is on the river Speed, 12 miles from its confluence

with Grand River, 5 from Waterloo, 14 from Galt, 30 by the present road from Ancaster, and 25 from Lake Ontario. A fine straight road, 8 rods wide, is to be opened in that direction. Rivers run from this town into lakes Huron, Simcoe, Erie, and Ontario; and the Canada Company intend to render them all navigable if possible.

Goderich is a town lately laid out at the mouth of the Red, or Goderich River; to which a road was making in 1828, from Guelph, by the government, and lots of 100 acres offered for sale.

Burlington. The bay is remarkably fine; it is sheltered from every wind, contains 15,000 acres, and is 25 feet deep. The fort on the heights is very strong and commanding. A large fleet might lie under its protection. It is proposed to make a graving dock in Grindstone Creek, by damming it, under the guns of the fort. An artificial entrance has been made.

Dundas, at the head of Burlington Bay, is a flourishing place, and rising in importance. A road was in construction to this place from Guelph in 1828.

Improvements projected in Canada. Among the most recent projects for internal improvement in Canada, is that of a canal from Lake Huron to the Bay of Quinte. This would open a communication at a distance from the frontier of the United States, by which, in time of war, goods, military stores, munitions, &c. might be transported without the risks to which they would be exposed on the present routes. The engineers employed by the British government state that there are broken links formed by Simcoe, Cameron, Pigeon, and Front Lakes, which might be connected without any great difficulty in one entire chain of water communication. The line might touch at the Marmora Iron Works, and pass through the new settlements near Rice Lake and the River Trent, which are flourishing. The population of Upper Canada was believed to amount to 200,000 in 1828.

It has been proposed to make canals for sloop navi-

ation from Prescott to Montreal. The advantages of such works, taken into view with the Welland Canal, are easy to estimate. Before, the transportation of 6000 staves from Lake Erie to Montreal cost \$90. If all these canals were made, the cost would be reduced to \$50. Sloops carrying 6000 staves could make six trips a year, and gain \$1800. A barrel of flour which paid 6s. for that distance, would pay only 3s. A ton of merchandise now costs £4 5s. for transportation between Prescott and Montreal, and would then cost only £1 7s.

York, the capital of Upper Canada, is a place of considerable size. The public buildings make little figure. The harbour is very fine, protected by defensive works on Gibraltar Point. King's College is of decent institution, and bears the style and privileges of a university. The governor is chancellor, the Lord Bishop of Quebec visiter, and the Archdeacon of York president. The chancellor appoints professors. No religious tests are required except for degrees in divinity, as at Oxford and Cambridge. A road is making to Guelph, 47 miles, and on to Goderich, less than 100 further.

THE WESTERN LAKES.

Ontario is 180 miles long, 40 miles wide, 500 feet deep; and its surface is computed at 218 feet above the elevation of tide water at Three Rivers, 270 miles below Cape Vincent.

Erie is 270 miles long, 60 miles wide, 200 feet deep; and its surface is 565 feet above tide water at Albany. It was said, in 1823, to be between 2 and 3 feet higher than a few years before, having gradually risen.

Huron is 250 miles long, 100 miles average breadth, 900 feet deep; and its surface is nearly 595 feet above the tide water.

Michigan is 400 miles long, 50 wide, depth unknown: elevation the same as Huron.

Green Bay is about 105 miles long, 20 miles wide, depth unknown; elevation the same as Huron and Michigan.

Lake Superior is 459 miles long, 109 miles average width, 900 feet deep; and its surface 1048 feet above the tide water.

Hence the bottom of Lake Erie is not as low as the foot of Niagara Falls; but the bottom of each of the other lakes, it will be observed, is lower than the surface of the ocean.

“Lake Superior is the head fountain, the grand reservoir of the mighty volume. After making a semi-circle of five degrees to the south, accommodating and enriching one of the most fertile and interesting sections of the globe, it meets the tide a distance of 2000 miles from its source, and 5000 from the extreme point of its estuary, on the Atlantic coast.”

The lakes have a periodical rise once in twelve years. It occurred in 1815 and 1827.

The FERRY across Niagara river is about half a mile below the Falls, and may be crossed at any hour in the day, without danger, notwithstanding the rapidity of the current. The descent from the bank is so steep, that it has been necessary to build a staircase.

To Buffalo on the Canada side 28½ miles.

To Chippewa, 2 miles.

Waterloo, (Fort Erie,) 16

(Over the ferry to Black Rock, 25 cts. each passenger.)

Buffalo, 2½

Opposite Buffalo, in *Waterloo*, are the remains of *Fort Erie*, a fortress of great consequence in the late war. There was a strong wall surrounded with intrenchments reaching to the lake. The remains of the British camp are also seen, and the trees are still wounded with shot.

Battle of Erie. On the 17th of September, 1814, a severe action was fought at a little distance from Fort Erie, when a part of the American garrison, 1000 regu-

bars and 1000 militia, made a sortie, and took the British works, about 500 yards in front of their line. The British had two batteries on their left, which annoyed the fort, and were about opening a third. Their camp was about two miles distant, sheltered by a wood: their works were garrisoned with one-third of their infantry, from 12 to 1500 men, and a detachment of artillery.

Gen. Porter with the volunteers, Col. Gibson with the riflemen, and Maj. Brooks with the 23d and 21st light infantry, and a few dismounted dragoons, were sent from the extreme left of the American position, by a passage cut through the woods towards the enemy's right; and Gen. Miller was stationed in the ravine between the fort and the enemy's batteries; while Gen. Ripley had a reserve under the bastions.

A little before 3 P. M. the left columns commenced their attack upon the enemy's right; and Gen. Miller at the same time pushed forward between Nos. 2 and 3 of the batteries, broke their line, and took their two blockhouses. Battery No. 1 was soon after deserted, the guns were spiked, and the magazine of No. 3 was blown up. Gen. Ripley was wounded, and Col. Gibson killed. The action lasted about an hour, which gave time for the remaining two-thirds of the enemy's force to march from their camp and partake in it. The Americans at length retired with prisoners, having succeeded in their object. The British suffered so much, that Lieut. Gen. Drummond broke up his camp on the 21st, and retired to his intrenchments behind the Chippewa River.

General Remarks on Upper Canada. This extensive district has begun to increase in population with great rapidity, and great exertions are making to introduce improvements of various kinds. The Welland Canal, which has already been spoken of, promises advantages of great importance to the colonies.

Emigration has been so much encouraged by the British government, for the peopling of this part of

their possessions, that great numbers of Irish, Scotch, and English have come over within a few years. In the seven years preceding 1825, 68,000 emigrants arrived at Quebec; in 1825, 9000, and many since.

According to Fothergill, there were then, in Upper Canada, 989,294 acres of cultivated land; grist mills, 304; saw mills, 386; merchant stores, 394; houses, 30,774; oxen, 27,644; milch cows, 67,000; calves, 35,000; 290 townships surveyed, containing in all 17 million acres; about two millions wild lands; distillers' duty, \$16,000, (in 1827.)

To Buffalo, on the American side, 30½ miles.

Tonawanta Creek, where the canal passes,	11 miles
Black Rock,	10
Buffalo,	2½

To Fort George, 4 miles.

Queenstown,	4
Fort George,	7

[The route from *Niagara to Albany and the Springs* will be taken up after the route to Montreal.]—
See p. 109.

ROUTE FROM NIAGARA TO MONTREAL, 392 miles.

Those who have never travelled through the state of New-York, and have leisure to make so circuitous a route, will prefer to go to Buffalo, Lockport, or Rochester, and take the line of the Erie Canal, the Springs, Lake George, and Lake Champlain, in their way to Montreal. Many, however, will prefer to take the more direct route, which is by the steamboats through Lake Ontario, and is performed in about two days. The American boats go from Fort Niagara to Ogdensburgh, keeping towards the southern shore, and

touching at the principal ports. The British boats make a few stops, but steer a course very near the middle of the lake, which is the boundary between the two countries: they are usually out of sight of land about twelve hours. There are several high points on the northern shore. The most important are the cliffs of Toronto, the Devil's Nose, and the Fifty Mile Hill.

Route from Niagara to Montreal. There were seven steamboats, in 1828, owned on the British side of Lake Ontario; the Alciope, Queenston, Toronto, Sir J. Kempt, Dalhousie, &c.

The steamboats go to York in about $4\frac{1}{2}$ hours; stop at Kingston* in about 24 hours from Niagara, and at Prescott in twelve hours more; thence stage coach to Cornwall; whence a steamboat, in five hours, brings you to the foot of Lake St. Francis. A steamboat of 69 horse power was built in 1827, to pass the rapids at Coteau du Lac, and to take passengers to the village of the Cedars, nine miles further than heretofore by water. From the Cedars to the cascade is in stage coaches, about 16 miles. Thence a steamboat goes in 4 hours to Lachine; and thence to Montreal a stage coach, which stops at the Exchange Coffee House. The fare from Prescott to Montreal was \$7—and from Niagara \$20—The additional expenses for board amount on the whole journey to about \$2 $\frac{1}{2}$.

American Boats.

Port Genesee, 72 miles, at the mouth of the Genesee River, is a port of entry and delivery. Here are a custom-house, and the village of Charlotte, in Monroe county. This river rises in Pennsylvania, and runs a wholly winding course about 125 miles in the state of

* At Kingston, (U. C.) is to be seen the Cataragui Bridge, where is to be the route between Lake Ontario and the Ottawa River. The steamboat Dalhousie, which first passed this bridge in 1829, is to be a model for other boats on the route; viz. 76 feet long, 31 feet 4 inches wide, including the wings, draught of water 4 feet.

New-York. It is navigable only four miles from its mouth, to Carthage, where the banks are high, rocky, and perpendicular; and there is a fine fall (104 feet, including the rapids, &c.) about half a mile above. Stage coaches are in waiting for Rochester, six miles. See *Carthage*, page 64.

Great Sodus Bay, 35 m. Here are three bays in succession: Sodus, East, and Port Bays. There are three Islands, and Port Glasgow is at the head of the bay, only $10\frac{1}{2}$ miles from Clyde, on the canal, with a good road to it.

Oswego, 28 m. This village is situated at the mouth of Oswego River, and has a good harbour, with ten feet water. Navigation on this river ended half a mile above, except for boats, which went 12 miles further. A very large button-wood tree, $35\frac{1}{2}$ feet in circumference, is seen a mile from the village near the road.

This place is likely to become one of the most rapid growth and improvement in all the state of New-York. Its prosperity, not being derived directly from the influence of the Erie Canal, but from one of its principal branches, is of a date correspondent with the commencement of the latter work, 1826. (See *Syracuse*.) It was completed in 1828. It joins the Erie Canal at Salina, and will afford an interesting excursion either way. From the head of the falls to the village, it leads along the river's bank, preserving the elevated level almost to the brow of the hill over the Lake, and then descends by locks. For the distance of a mile the interval between the canal and the river affords the most advantageous situations for manufactories of various descriptions, for which the land was purchased in lots in 1827 at from \$2,500 to \$3,500. Lake vessels can lie on one side of the manufactories and canal boats on the other: and Congress have appropriated \$35,000 for protecting the harbour with piers. The opening of the Welland canal will probably increase the business of the place, which, before these improvements, was out of the way of travel.

lers, except as a point where the steamboats stopped. The lake is 70 miles wide opposite Oswego.

Fort Oswego, so famous in the history of the French and revolutionary wars, stands on the east side of the river. The situation was very advantageous for the command of a large extent of country, as this river is the common outlet of all the interior lakes of the state. While this post was held alternately by the French and English, they could command a great part of the trade with the Five Nations of Indians, who inhabited the country with which it communicated.

Fort Oswego is elevated only about 50 feet from the level of the water; and being overlooked by the eminence on which *Fort Ontario* was afterward erected, was fit only for a defence in early times. A trading house was built here in 1722, and a fort five years after. This was extended in the beginning of the French war of 1755, when Fort Ontario was built. In the following year, General Montcalm came from Canada, and besieged the fortresses with 3000 troops, and two vessels. Fort Ontario was evacuated after one attack; and on the following day, August 14th, Fort Oswego surrendered to the French, with a large quantity of stores, brought at great expense through the wilderness, and 21 cannon, 14 mortars, &c. also two sloops, and about 200 boats. The captors, however, did not think proper to hold the position, but immediately abandoned it.

Col. St. Leger attempted to approach Albany by this route in 1777, in order to co-operate with Gen. Burgoyne; but he was repulsed at Fort Stanwix by Col. Willet, and obliged to return.

In 1814, on the 6th of May, the British attacked the place, and, after a loss of about 100 men, got possession of it, but evacuated it the next day.

Sackett's Harbour, 40 m. Settled in 1801. In the late war, it became an important naval station, and increased very rapidly. It is 8 miles distant from the lake, on Hounslow Bay. The harbour is divided into

two by a narrow point, and offers great advantages for ship building. A first rate man-of-war is still unfinished on the stocks, under a shelter, and another at Black River. On the shore are seen the stone *Bar-racks*, which enclose about ten acres of ground.

Cape Vincent, 20 m. The St. Lawrence is here divided by Grand Island. Kingston, in Upper Canada, lies opposite, at the distance of 11 miles.

Morristown. This is a small village, 10 miles from Ogdensburgh. The river is a little more than a mile in breadth, and on the opposite side is Brockville. There is a number of rocky islands in the St. Lawrence, and the gentle slope of the land on the New-York shore, adds a great degree of beauty to the scene.

General Wilkinson embarked at this place in 1813.

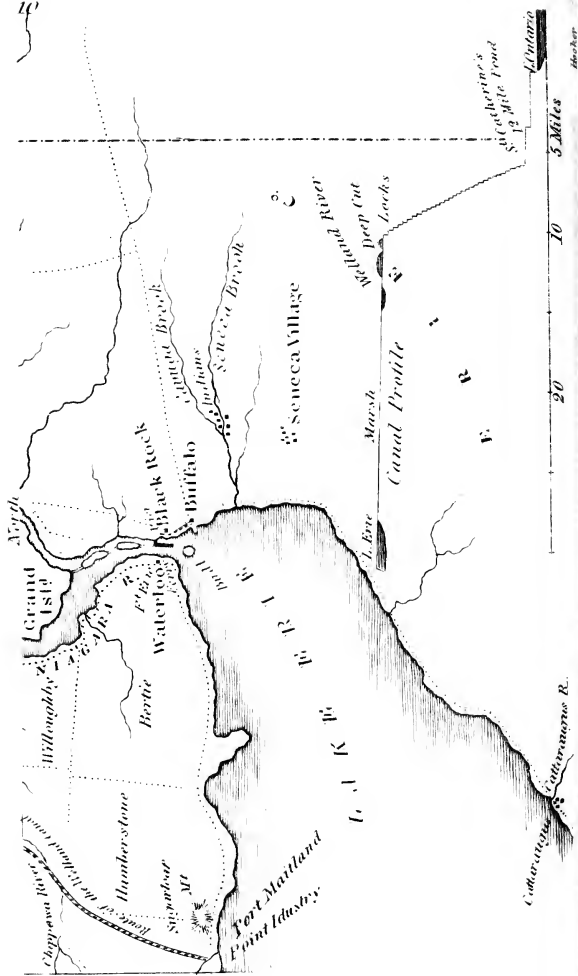
Ogdensburgh, formerly Oswegatchie. This is the end of the navigation, and here the steamboat stops. The village is pretty, contains some large stores, and carries on considerable business. On the other side of the river is Prescott, where the British steamboat stops. The ruins of *Fort Oswegatchie*, or *Fort Presentation*, may still be traced. It was not very large, and contained only a bomb-proof, two buildings of stone, barracks, &c. It was built in the beginning or middle of the last century. Grapes are cultivated here with great success.

The *Thousand Islands* are a most beautiful part of the navigation, presenting themselves in every variety of forms, though never rising to any great elevation. They might be compared with the islands of Lake George.

Gallop Islands, 5 m. Here the rapids of the St. Lawrence begin. A number of mills will be seen at different places on the shore. On *Stony Island* was a fort of some consequence, which was taken by General Amherst on his way to Montreal, in the year 1760.

St. Regis, 54 m. The Indian tribe which bears this name have a reservation of land here 11 miles by 3.





Lachine, 53 m. (See Index.)

Montreal, 9 m. (See do.)

ROUTE FROM NIAGARA TO ALBANY.

Black Rock is a pleasant village situated on the margin of Niagara River, a little way from its head, and opposite Squaw Island, at the mouth of Lake Erie. It was burnt by the British during the war in 1814, but has since been rebuilt and increased to a much greater size. Black Rock disputed with Buffalo the privilege of having the basin of the canal built in her harbour, and at last obtained it. A pier about two miles in length was built to secure the boats and vessels from the waves of the lake, as well as to raise the water for the supply of the canal to the Genesee River. The work, however, has its disadvantages: for the swiftness of the current in the river, and the heaping up of the ice on the shores, prove great obstacles to the navigation, and the pier has suffered repeated injuries. It has been partly reconstructed on an improved plan. An inclined plane is presented to the waves, &c.

BUFFALO, 3 miles from Black Rock.

Inns. The Eagle Tavern, &c.

The situation of this village is remarkably convenient and agreeable, occupying a long hill of a gentle ascent, rising from the immediate vicinity of the lake. The principal street runs along the ridge of the hill, looking out upon Lake Erie to the horizon, and is ornamented with several fine blocks of brick stores and handsome dwelling-houses, together with several public buildings, all erected since the burning of the village by the British in 1814, as well as the buildings in the other streets, which are fast increasing every year. In April 1814, only one house was standing in the village, that of a widow in the upper part of the street.

A large piece of ground has been left in the middle of the town for a public square, where several roads meet, and which it is intended to ornament with public edifices. A walk has also been laid out on the brow of the hill towards the lake. This is called the Terrace, and affords a charming view upon the lake, the harbour, and the canal, to Black Rock. In 1825, a small village grew up below the terrace, 5 taverns being built, with 65 other houses, before which there was but one house. One of the inns will accommodate 200 persons. The largest store in the state is believed to be one of these, which is 90 feet by 70, and 3 stories high. The township was found to contain 6000 inhabitants that year, and has greatly improved since.

The harbour of Buffalo is singularly fitted by nature for the junction of the two kinds of navigation which are here brought together; the entrance from the lake being sheltered by the point on which the lighthouse is erected, and the two small rivers which here unite their waters, affording every convenience for landing and reshipping goods. The shores of these are very bold, and they are connected by a natural channel, which serves the purposes of a basin, as well as of an easy communication; and as the canal to Black Rock commences close by it, the inland transportation begins without more ado. Sixty vessels traded with Buffalo in 1827, including the steamboats; of which number 7 were Canadian. The steamboat *Pioneer* plied to Dunkirk, and the *Chippewa* to Chippewa. About 30,000 barrels of salt were shipped for the westward during that year. The United States are improving the harbour.

The water of the Creek was brought into the village, in 1827, from above the falls, by a canal 3 miles long, which will supply a head of water for machinery. A steam foundry is in operation in this town.

The *Canal to Black Rock* is dug near the shore of the lake. The Erie Canal is supplied with water hence to the Seneca River, from Lake Erie. The first

part of it is through a low, sandy level, where the excavations were much impeded by the water which soaked through in great abundance. About half a mile from Buffalo, the workmen hit upon a bed of old half-decayed trees, which was dug into to the depth of six feet, and extended about half a mile. Many branches and logs were discovered, which preserved all the grain of the wood ; but the greater part was a black mass of matter, which, on being dried, burned with greater readiness. In some places, ashes and coals were found ; and some of the logs appeared to have been washed and rolled by the water of the lake before they were buried.

Chataugue Lake. A steamboat of 50 tons began to run on this lake in 1828. It performs the route from Jamestown to Maysville in 3 hours.

(For remarks on the *Erie Canal* see *Albany*.)

VOYAGE UP LAKE ERIE.

At Buffalo opens a very extensive route, for those who are disposed to travel still farther westward. There is little to be seen along either shore of the lake, which would reward the common traveller for the tedium of a long ride over a country generally level, or for the inconveniences he would experience from want of public accommodations, and even the frequent absence of settlements. The price of a passage to Detroit in the cabin is \$15, and in the steerage, where nothing is supplied but ship room and access to the kitchen, half price. The following are the stopping places on the passage to Detroit, with their distances ; and steamboats run almost every day. (See *Ohio Canal*, Index.)

from Buffalo to Erie,	90 miles
Erie to Grand River,	75
Grand River to Cleaveland,	30
Cleaveland to Sandusky,	60
Sandusky to Detroit.	75—Total 230

The United States' government are improving several of these harbours, as there is not a natural one between Buffalo and Sandusky. In 1827, there were 475 arrivals at the latter port. The American Fur Company bring down \$250,000 to \$300,000 in furs.

The steamboat Pioneer runs from Buffalo to Dunkirk, connecting with the stage coaches to Cleveland, which divide there, and go south to Worcester and to Newburgh, and west to Milan and Lower Sandusky. At Dunkirk begins a portage of 7 miles to Casadaga lake, and the waters of the Ohio river.

Michigan is a territory fast rising in population, wealth, and importance. A large branch of the tide of emigration from the eastern states and New-York has been turned in that direction, and still further west, encouraged by the judicious system adopted by the government of the United States, in selling the land at reasonable prices for cash. Experience has proved, in other public lands, the difficulties that must ever arise from credits to settlers, even with nominally high prices. The sober, industrious, and frugal can generally produce or borrow money enough to purchase a small farm; and then they have many encouragements to exertion, which a wretched population in debt would never feel. There may be seen a state of things similar to that witnessed in Ohio twenty or thirty years ago; and in that length of time it is presumed that changes no less important will be presented in Michigan.

The surface and soil are favourable to cultivation. There is a succession of gentle undulations, gradually rising towards the interior; and the regularity of the ground, with the remarkably open nature of the forests, it is said, permit carriages to travel for hundreds of miles without meeting any obstacle. It has been proposed to avoid the long circumnavigation of the whole peninsula, by making a canal across the neck.

Green Bay, on Lake Huron, is interesting as a position occupied by a military garrison, and the seat of a

large number of Indians, for whose improvement some exertions have been recently made. The principal tribe residing there are the Menominie, or *Wild Rice* Indians, who are both numerous and powerful, and partly civilized.

The Fox river, which empties into Green Bay, flows through a very fertile country; and the time is not very far distant when the head waters of the stream will be united by a canal with the Ouisconsin, which flows into the Mississippi. The climate of Green Bay is remarkably healthful. The lead mines on Fevre river are now wrought by about five thousand men.

The following are the boundaries of the proposed new territory, to be called Huron: from the north-east corner of the state of Illinois, northwardly, down the middle of Lake Michigan, to the "Big Fox Island;" and thence, due north to the Canada line, or northwardly, down the middle of the lake, and through the straits, east and south of the "Bois Blanc Island," to the Canada line.

ANCIENT FORTIFICATIONS.

On Buffalo Creek, and towards Genesee River also, are several large and interesting remnants of ancient fortifications; but as they lie off the road, few travelers will visit them. They appear to form part of a great chain of defensive works extending from the eastern part of Lake Ontario, along that lake and Erie, down the Ohio and Mississippi rivers to Mexico. This is the opinion of Mr. Atwater, of Circleville, Ohio, who has published some very interesting details, drawings, &c. connected with them, in his "*Archæologia Americana*." A line of old forts extends from Cataraugus Creek, 50 miles, along the shore of Lake Erie, to the line of Pennsylvania. They are on the borders of creeks and old bays, although now from two to five miles distant from the lake, which is supposed to have retired that distance since they were

built. Another similar line is said to exist in the rear of them, on another parallel elevation.

Much curiosity and speculation have been called forth by these singular monuments of antiquity. Some regard them as marks of a civilized people; others as the works of Indian tribes. Some traces of a tradition referring them to the latter, are said to have been lately discovered.

Seneca Castle.—The Seneca nation possess a large and valuable tract of land adjoining Buffalo, on the east, and they have two villages three and five miles on the road. The Senecas are the westernmost tribe in the confederacy of the Five Nations, and have always held a conspicuous rank in their history. They were formerly considered the most numerous and powerful tribe, and preserved this superiority until the fatal defeat they received from General Schuyler, in 1778, since which they have made a less conspicuous figure.

Besides the land they possess, which is remarkable for its fertility, the nation are in possession of a large sum in the United States' Bank stock, the dividend for which they receive annually.

The traveller will observe several farms under a degree of cultivation, and may meet with individuals who conform pretty nearly to the English style of dress, and have introduced some of our customs into their houses. The greater part of them, however, speak no language but Indian.

STAGE ROAD FROM BUFFALO TO CANANDAIGUA.

The first few miles of this road present very little interest; 15 or 20 miles of it were formerly remarkable as passing over an old causeway of logs. The logs made the travelling rough and disagreeable; but as they are gradually covered over with earth, the difficulties are lessening every year. To those who are not accustomed to a country so new and wild as this,

A word or two may not be amiss on the manner in which roads are first made in an American settlement. In thick forests, the surface of the ground is covered to the depth of one or two feet with the roots of trees, which are extremely difficult to be removed, and are very dangerous for horses or oxen to pass over. A close layer of logs, although itself sufficiently rough, forms a much safer and more convenient path, and is usually adopted with great advantage. There is another reason for it—the elevation of the road above the common surface, secures it from being overflowed by the water, which in the moist seasons of the year would impede the travelling in low and marshy places.

Batavia, 40 miles from Buffalo, is a very handsome village, and contains the residence of the present and former agents of the Holland Land Company, (Messrs. Evans and Otto,) as well as the county buildings.*

Leroy, 10 miles.

[*Springs*. In Avon, $2\frac{3}{4}$ miles from the road through that village, are 8 or 10 springs, where are boarding houses.]

The *Wadsworth Farm*, at Geneseo, contains about 4000 acres, about 1700 of which are rich alluvial land on the banks of the Genesee river. Various branches of agriculture have been tried on this fertile tract of country; but the raising of sheep has been found the most profitable, and the farm has been almost entirely converted into mowing fields and pastures. The number of sheep, in 1827, was computed at 13,000. The residence of the proprietor is in a fine and spacious building, in a commanding situation; and the whole aspect of the farm indicates the good order and method with which it is conducted. Mr. Rogers has a very fine farm in Moscow.

The Genesee meadows were formerly the residence of a large tribe of Indians of the Seneca nation; and when Gen. Sullivan reached this place, in his march

* Stage coaches run from Batavia to Rochester.

through the country, he found and burnt a village of 120 log houses, on the second bank, which had been deserted at his approach. One of his scouts was cut off while his army was near the west bank of the river, and only one man escaped; but the Indians constantly fled as he approached, and there was no fighting in all this western part of the state.

The remains of a mammoth were dug up about half a mile from the village of Geneseo in 1825. There were 8 teeth and grinders, parts of a tusk, a thigh bone 3 feet long, the lower bone of the leg 3 feet 6 inches, &c. They lay between strata of vegetable mould and sand.

West Bloomfield, beyond the Genesee river, is one of the finest agricultural townships in the state, and presents a succession of beautiful farms, tilled with care and yielding the finest crops. Fruit thrives remarkably well in all this western country, as the slightest attention to the orchards will sufficiently prove; and while in smoothness and neatness the fields rival those of the oldest districts farther east, the orchards exceed them in luxuriance and product. The *black apple* is a species of fruit which has been said to be peculiar to this region.

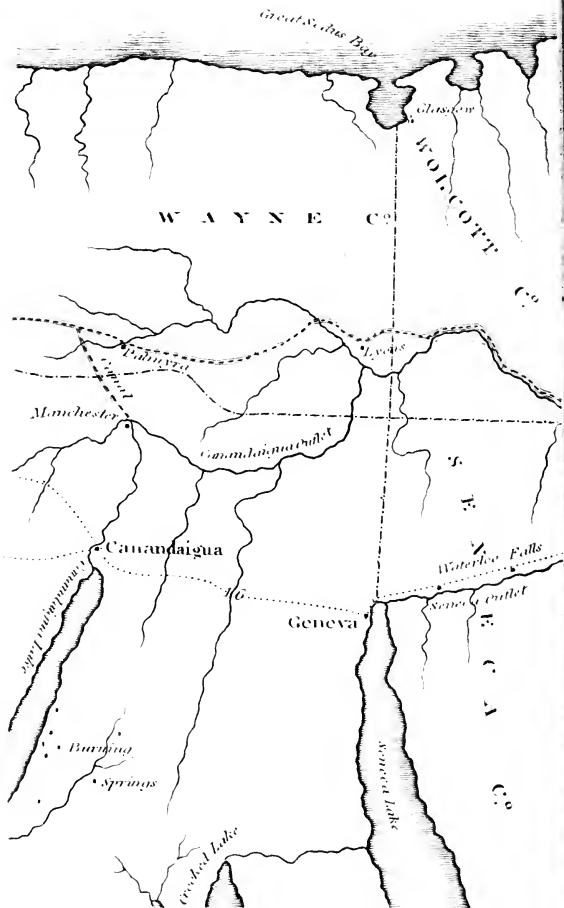
East Bloomfield is the next village; and the general remarks just made, may with justice be applied to this place also.

CANANDAIGUA.

Imm. Blossom's Stage House.

This is one of the finest western towns, and its principal street runs along the ridge of a commanding hill, rising from the north end of Canandaigua Lake. It is wide, and contains an academy, and many handsome houses, particularly that of the late Gideon Granger. The road, in passing Canandaigua Lake, commands a finer view than on any of the other lakes it passes, except Skeneateles. The banks are high and variegated, and at the distance of two or three





miles, rise to an imposing height, and add a great degree of beauty to the scene. A number of gentlemen's seats are seen along the western bank; and a little way off in the lake on the same side, is a small rocky island, where the Seneca Indians carried all their women, children, and old men, when Gen. Sullivan appeared against them.

The new steamboat *Lady of the Lake* began to run regularly on Canandaigua Lake in 1827; and a hotel was to be built at the head of it. It is on the Annesley plan—that is, built entirely of boards without the use of timbers.—A *railroad* is to be made to the Canal.

Stage coaches go to Rochester every day.

BURNING SPRINGS.

Springs of water, charged with inflammable gas, are quite common in Bristol, Middlesex, and Canandaigua.

The gas from the former rises through fissures of the slate, from both the margin and the bed of the brook.

Their places are known by the little hillocks of a few feet in diameter, and a few inches high, formed of a dark bituminous mould, through which it finds its way to the surface, in one or more currents. These currents of gas may be set on fire, and will burn with a steady flame. In winter they form openings through the snow, and being set on fire, exhibit the novel and interesting phenomenon of a steady and lively flame in contact with nothing but snow. In very cold weather, it is said, tubes of ice are formed round these currents of gas, (probably from the freezing of the water contained in it,) which sometimes rise to the height of two or three feet, the gas issuing from their tops; the whole, when lighted in a still evening, presenting an appearance even more beautiful than the former.

From a pit which was sunk in one of the hillocks.

the gas was conducted through bored logs, to the kitchen of a dwelling. The novelty of the spectacle attracted a concourse of visitors, so great that the proprietors found it expedient to convert their dwelling into a public inn.

The *road* between Canandaigua and Geneva passes over a singular tract of country, the form of which will not fail to be remarked by an observant traveller. The ground gradually rises by large natural terraces, or steps, for about half the distance, and descends in the same manner on the other side to Seneca Lake. These steps, or terraces, appear to have been formed by those strong currents of water of which geologists speak, which at some ancient period of time have evidently passed over many tracts of country in different parts of the world. The ridges and channels thus formed here stretch north and south, frequently to a considerable distance, corresponding both in form and direction with the numerous lakes which are found in this part of the state. Several ancient fortifications have been traced here. From the middle ridge the view is extensive; but the surrounding country is of too uniform a surface to present any remarkable variety of scenery.

GENEVA.

This town occupies a charming situation at the foot of Seneca Lake, and for a mile along its western bank, which rises to a considerable elevation above the surface, and affords room for a broad and level street. The buildings in this village are remarkably neat and handsome.

A college has lately been instituted in this place. The building is of stone, with 26 rooms for students, a chapel, and library. It is warmed only by stoves. Rev. J. Adams is president.

The steamboat *Seneca Chief*, in 1829, ran daily to Jeffersonville, (at the head of the lake,) and back again, offering the traveller an agreeable excursion.

Dresden and Ovid, 12 miles from Geneva, are opposite each other. The former stands at the outlet of Crooked Lake. The Penyan descends nearly 400 feet, affording excellent mill seats. South from this is the former abode of Jemima Wilkinson.

Strakie's Point is $6\frac{1}{2}$ miles south of Rapelyea's Ferry. The shore is there very bold, so that the Seneca Chief can pass within a few feet of the land. Much lumber is exported from this place, brought from Eddystown, which is a mile inland.

Big Stream Point, 4 miles. Here is a fall in a tributary of this beautiful lake, of 136 feet, by which several mills are supplied.

The eastern shore is generally handsomely cultivated; but near the head of the lake, on the western side, about 15 miles of the shore is covered with forest. The land rises, and becomes rough and hilly.

Hector's Falls, 3 miles from the lake, are 150 feet in height, and supply several mills. Jeffersonville and Havana are two villages at the head of the lake.

[*Travelling southward from Geneva.* A line of stage coaches goes, in connexion with the steamboat, from Geneva, every Monday, Wednesday, and Friday, via Bath, Painted Post, Lawrenceville, Willardsburg, Canal Port to Trout Run, and via Elmira and Troy to Trout Run, on the other days of the week—and daily, (except Sundays,) from Trout Run through Williamsport, Pennsborough, Milton, Northumberland, Sunbury, Selinsgrove, Liverpool to Harrisburg. From Harrisburg a line runs every day through to Philadelphia—and one daily, (except Sundays,) to Baltimore and Washington City—through in *five days*. Returns in the same way. At Northumberland it intersects a line that runs three times a week to Wilkesbarre: at Williamsport, a line that runs to Bellefonte, Alexandria, and intersects the Pittsburg line: at Elmira it intersects a line running to Ithaca, Owego and Montrose: at Bath, a line to Angelica and Olean Point, and one to Danville, Geneseo, Rochester, Buffalo, and Niagara

Falls. At Geneva, this line intersects 4 daily lines running east and west, and also 3 daily lines running north to the *Erie canal*.

The journey from Geneva or Rochester to Baltimore, is performed by this line in five days, by daylight, passing through a fine, healthy, and highly cultivated country, travelling upwards of 100 miles on the beautiful banks of the Susquehannah, and about 50 miles on the bank of the Pennsylvania canal.]

Seneca Lake is 35 miles long, and about 3 or 4 wide. Its depth is unusually great, and the water clear and very cold, to which is referred the scarcity of fish. There is a remarkable phenomenon long observed by those who reside near it, which has never been satisfactorily accounted for. The water has a regular rise and fall every seven years.

The *Chemung Canal* is to be made from the head waters of this lake to the Chemung river, with a feeder.

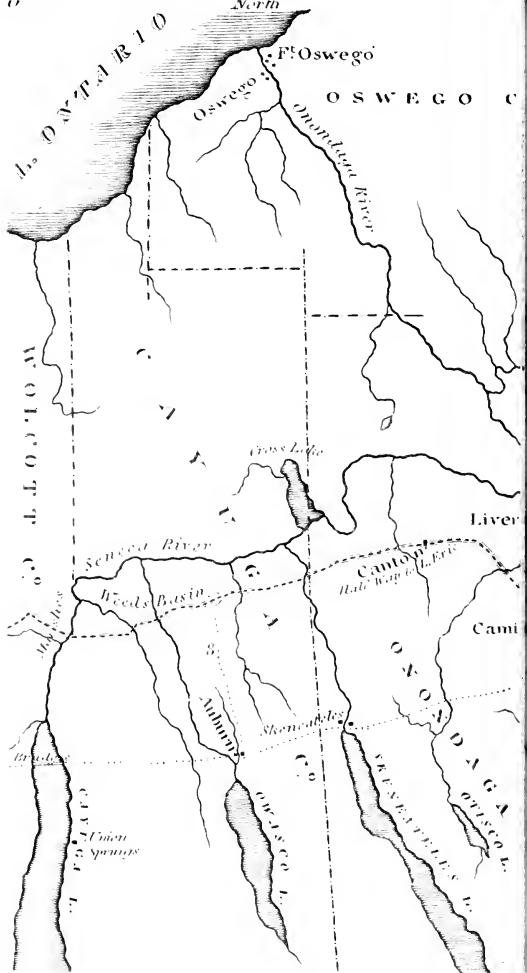
A stage coach runs from Geneva up the east side of the lake, and then crosses to the head of Cayuga lake, to the village of Ithaca; but the road is not interesting, and the more agreeable mode of reaching that village is by taking the steamboat at Cayuga bridge, 14 miles from Geneva, on the great mail route.

The *Cayuga and Seneca Canal*, which was completed in 1828, has opened boat navigation between these lakes and the *Erie canal*, and a packet line was to run to Troy, early in 1829.

The *Cayuga and Seneca Canal* passes through Waterloo, from Geneva down the valley of Seneca River to Montezuma, on the *Erie canal*. It is 20 miles and 24 chains in length, of which ten miles is an independent canal, and the remainder a slack water navigation. It has 7 locks, being $73\frac{1}{2}$ feet lockage, 19 bridges, 5 safety gates, 5 dams, 6 culverts, 17 miles of fence, 3 lock houses, and 1 collector's office.

Cayuga Lake is 40 miles in length, and generally about 2 in breadth. A fine bridge is built across it near the northern end, where it is a mile wide. The





steamboats *Telemachus* and *Experiment* ply between Cayuga bridge and Ithaca, at the head of the lake. The former is on Annesley's plan, and carries only passengers. The *De Witt Clinton* is a new boat, on the same plan; 100 feet long, with three cabins, a promenade, large enough to accommodate a considerable number of passengers, and is frequently crowded with parties from the neighbouring country, as well as travellers, as the excursion is one of the pleasantest that can be taken in this part of the state. It also connects several lines of stage coaches, which the traveller will do well to notice if he wishes to go to *Catskill*, *Newburg*, *New-York*, or *New-Jersey*, by the most direct routes. These routes will be noticed on arriving at Ithaca.

The price of a passage in the steamboat is one dollar. A little before arriving at the head of the lake, a beautiful *waterfall* is seen on the left hand, where a stream of water flows over a very high precipice into a deep glen, and forces its way along, turning several valuable mills in its course. The landing place is about three miles from the village of Ithaca, but lumber boats can pass the bar at the mouth of the inlet, and proceed up to the street.

The village of Ithaca is neat and flourishing. Here centre three roads to *Catskill*, *Newburg*, and *New-York*. The first leads nearly in a direct line to the Hudson River, the second passes the Great Bend of the Delaware, and the third furnishes daily the shortest route to New-York.

The Cascade. This beautiful and romantic scene, about 3 miles from the village, is one of the most picturesque that can be imagined. The height and solemnity of the surrounding rocks, the darkness of their shadows, and the beauty of the sparkling spray, unite to produce an impression of pleasure which is rarely experienced at the sight of any scene, however extraordinary for beauty or sublimity. The Fall river descends 438 feet in a mile. The Great Fall is 116 feet.

The other falls in this vicinity are the Cascadilla, Taugkanic, (262 feet,) Six Mile creek, Buttermilk, &c.

Ithaca and Oswego Railroad. The legislature, in 1828, passed an act authorizing the construction of a railroad from this place to the Susquehannah river at Oswego. The distance is about 30 miles ; the expense is estimated at \$120,000, or \$4,000 a mile. This is one-fourth more than the Mauch Chunk railway cost, and the same price as that estimated for the Hudson and Delaware Railway, the rails for which have been imported from England. The soil and surface are favourable ; labour and materials cheap ; and the amount of produce which would pass that way from the neighbouring country, is estimated at 12,000 tons annually, which alone would pay 16 per cent. on the cost. To this ought to be added about 10,000 tons of plaster and salt. The market for lumber is best at New-York. 500 tons of plaster and salt are now annually transported from Ithaca to Oswego by land, and sent down the Susquehannah.

In consequence of the earlier opening of navigation on the Susquehannah, in the spring, than on the Erie canal, and its being closed later in the fall, great advantages, it is thought, would be obtained by Baltimore ; and even the fact that the navigation is longer free on the western than the eastern part of that canal every year, would probably divert a considerable amount of transportation to this route. It is stated that the freight of a barrel of whiskey or pork from Ithaca to Baltimore, would be only 92 cents ; while it is \$1 19 to New-York by the Erie canal.

The Cayuga and Susquehannah Canal. The route proposed is from Cayuga lake, near the mouth of Cascadilla, through Ithaca, along Mud Creek and the valley of the Oswego, to the Susquehannah. The amount of lockage is 760 feet ; the distance 31 miles ; and the estimated expense 320,000 dollars.

Auburn is another beautiful village, and merits the name it has borrowed from Goldsmith's charming

poetry. It is unfortunately placed at some distance from the lake, and therefore is deprived of the picturesque character which it might have enjoyed. There is a Theological Seminary in Auburn, which has a good number of students. There are several handsome public buildings in this place, but the most important is the

STATE PRISON.

This institution, having been managed by Mr. Lynds, and established on his system, so excellent, so celebrated, and with remarkable success, merits particular notice.

The old Auburn prison was built in 1817, and cost about \$300,000 ; it is constructed upon the plan of a hollow square, inclosed by a wall of 2000 feet in extent, being 500 feet on each side, and, for the most part, 35 feet in height. The north wing of the building differs very much in its construction from any building of the kind, and the use of which is conceived to be one of the greatest improvements in prisons, and one of the best aids to prison discipline, which have been anywhere made. The workshops are built against the inside of the outer wall, fronting towards the yard, from which every shop is visible, forming a continued range of 940 feet. With such alterations as it may undergo, it can be made to hold 1100 convicts. At the close of 1829, it contained 639.

“The new building contains 400 cells, and covers only 206 by 46 feet of ground. There are 5 stories of cells, each containing eighty in two parallel lines, divided in the middle by a wall two feet thick. The walls between the cells are one foot thick. The cells are 7 feet long, 7 high, and $3\frac{1}{2}$ wide, intended to receive only one convict in each. Each cell has a ventilator extending to the roof, and is so constructed in front, that the prisoners can neither converse or make signs to each other. The area around the cells is ten

feet wide and open to the roof, which covers the galleries of the several stories. Besides the moral benefit arising from keeping the prisoners separate, it unites that of economy and security. From the construction of the prison, 5 small stoves, 6 large and 12 small lamps, all out of reach of the convicts, afford heat and light to 555 cells; and one sentinel is sufficient to 400 prisoners.

The discipline only requires to be seen to be duly appreciated. The conduct of the prisoners while at their labour, and their quietness under the privations of the prison, prove that the discipline is complete and effective; and the main cause of the order and decorum thus observed, is, that in all matters of discipline, there is but one head or principal."

Minute observations on the comparative labour of a free person and a convict show that the latter does not accomplish as much in a day as the former. In this prison, under the direction of Mr. Lynds, (now superintendent of the Sing Sing prison,) the great system of reformation in discipline commenced.

The pardoning power is now exercised with great caution by the executive; for perhaps no circumstance has so much contributed to do away the terrors of punishment as the facilities afforded the worst part of our species in obtaining a pardon.

Ancient Fortifications. There are some remains of ancient fortifications in the vicinity of this place, as well as in the neighbouring towns of Camillus, Onondaga, and Pompey.

If the traveller should wish to take the canal, a stage coach goes every day to Weed's Basin, 8 miles, and carries passengers for 50 cents, to meet the canal boats, which pass at stated periods.

FROM AUBURN TO SYRACUSE,

By the Canal, 34 miles.

(Stage coach to Weed's Basin,)	8 miles.
Jordan village, in Camillus township,	6

A proposition has been made for a canal from Jordan to Homer, on the Susquehannah, which has been found practicable. The distance is 34 miles, of which, only 14 will require to be dug.

Canton, (half-way village between Buffalo and Albany, 179 miles from the former, and 183 from the latter,)	6 miles.
Geddes village, (with salt works,)	12
Syracuse,	2

By the Road, 23 miles.

Skeneateles,	8
Marcellus,	6
Onondaga,	10
Syracuse,	4

Syracuse. For a description of this place, as well as of *Salina*, the *Salt Spring*, and *Salt Manufactories*, see page 69.

Although the routes east of Syracuse, both by the canal and by the road, are given in other places, and although they may be traced on the maps, it may perhaps be convenient to have them repeated in the reversed order, for travellers going towards Albany. (*For places see Index.*)

FROM SYRACUSE TO UTICA.

By the Canal, 61 miles.

Manlius Landing,*	9
Chitteningo Creek,	8

At Chitteningo is an Academy where some of the higher branches are taught. (A curious *petrified tree* near this place, a few steps from the canal, was found with many of its branches.)

* About 20 yards from the canal, Gypsum (plaster of Paris) is obtained in masses of from 1 to 100 tons.

Canastota village and basin,	8 miles.
Oneida creek,	5
Wood creek,	13
Rome,	3
Oriskany village,	8
Whitesborough,	3
Utica,	4

By the Road, 48 miles.

Derne,	3
Manlius,	3
Sullivan,	9
Vernon,	11
Westmoreland,	6
New-Hartford,	7
Utica,	4

For *Utica, Hamilton College, and Trenton Falls*, see page 62.

FROM UTICA TO SCHENECTADY,

By the Canal, 79½ miles.

Lock, No. 53 (end of the long level, which begins westward at Salina, and extends to this place, 69½ miles, without a lock,) . . .	9
Bridge over the Mohawk, and Herkimer village,	5
Little Falls,	8
Fall Hill, a mountain on the right, 518 feet higher than the canal, 712 above high water in the Hudson River, and about 145 above Lake Erie,	1
Old Mohawk Castle,	5
Fort Plain,	9½
Canajoharie,	4
A <i>railway</i> has been proposed, to run hence to Catskill.	60

Anthony's Nose,	5 miles.
(This scene is represented in the plate from this side. The bluff on the right is Anthony's Nose, on the top of which a remarkable cavern opens, extending further down than it has ever been explored.)	
Schoharie Creek,	11
Amsterdam Village, (across the river,) . . .	5
Flint Hill,	6
Rotterdam Flats,	8
Schenectady,	3

Road to Albany, 15½ miles. Numerous coaches go every day. A railroad is to be constructed.

Road to Ballston and Saratoga. Both these roads offer the shortest and most expeditious communication with the places to which they conduct, and if the traveller should be in pressing haste, he should avail himself of them.

To travellers of leisure and taste, however, the canal boats are recommended to the Mohawk bridge, although they are liable to many delays at the numerous locks along this difficult but interesting part of the canal.

FROM SCHENECTADY TO ALBANY.

By the Canal, 28½ miles.

Alexander's Bridge, (on the turnpike road to Albany and Boston—an interesting scene,) 4½	
Upper Aqueduct, (on which the canal crosses the Mohawk,)	¼
The <i>Young Engineer</i> , a rock on the right, so called, where the cutting is the deepest on the whole route, viz. 32 feet,	4
Wat Hoix Gap,	5½

(A natural channel, through which the canal is led more than 200 yards. The rocks are graywacke slate. In the river is the Wat Hoix Rapid, which the Indians called the Evil Spirit, and sometimes the White Horse.)

Lower Aqueduct, 1188 feet long, on which the canal crosses the Mohawk again, on 24 stone abutments and piers, $2\frac{1}{2}$ miles

The four Locks, 8 feet each, and Cohoes Falls, 2

The two Locks, 9 feet each, $\frac{3}{4}$

The three Locks, and the Cohoes Bridge over the Mohawk, $\frac{1}{4}$

(Hence to Waterford, on the road to Ballston, Saratoga, &c. is about a mile and a half, where stage coaches are continually passing in the visiting season. By leaving the boat here, or a little below, where the canal meets the road, a seat may frequently be found, in a passing coach, to Waterford or the Springs; or some may prefer to take a boat on the Northern Canal, which is close at hand. We shall take up the land route after giving the few remaining objects on the way to Albany, and referring the reader to page 39 for a description of that city.)

The Junction, where the Northern Canal, from Lake Champlain meets the Erie Canal, $\frac{1}{2}$

West Troy, 1

(Here is a cluster of buildings about the basins where the Troy boats lie. The Lift Lock has been before described. The dam across the Mohawk will afford an easy communication between the canal and Troy, which is seen on the opposite side. A good horse ferryboat plies below.)

United States' Arsenal, 1

The Manor House of Gen. Van Rensselaer, called Rensselaerwyck, 5

Albany, 1

ROUTE TO THE SPRINGS.

[For the Road and Canal between Albany and Waterford, see page 47, and onward.]

WATERFORD.

This village is situated on the western side of the Hudson, across which the communication is convenient by means of the first bridge we have seen over this river. Lansingburgh stands opposite, and is a place of considerable size. The streets of Waterford are wide, regular, and handsomely built. Some of the private houses are remarkable for their neatness. There are numerous rocky islands with precipitous sides, at the mouth of the Mohawk River, which are seen at a little distance below the bridge. The boats on the Champlain Canal enter the Mohawk in full view of them, through guard locks, and are poled across; the current being stopped by a dam. During the warm season of the year, Waterford is a great thoroughfare, lying on two roads to Albany, as well as in the way to both Ballston and Saratoga Springs, Lake George, &c. It is $21\frac{1}{2}$ miles to Ballston Springs, and 24 to Saratoga.

The approach to the village from the south-west, by the canal and the road, is uncommonly beautiful. It lies quite below you, with a little meadow in front, bounded by the canal and the Hudson, its white houses mingled with fine trees, and Diamond Hill rising behind, with its sides half cultivated, and half covered with woods.

A few chrystals are found on Diamond Hill.

Inn. Demarest's Stage House.

The shortest road from Waterford to Ballston Springs is through *Newtown*, $18\frac{1}{2}$ miles. It passes over higher land than that through Mechanicville, and

perhaps is not more sandy, but is not furnished with stage coaches. The usual road will be given afterward.

On leaving Waterford it verges to the west, and rises to an elevation of considerable height, which affords a view towards the south over a charming piece of country : the high, half-cultivated range of hills, which extend some miles down the Hudson in the rear of Lansingburgh and Troy, together with a broad strip of land on each side of the river, including the tract on the west bank, divided by parts of the Champlain and Erie canals, and the mouth of the Mohawk river. From two miles further on, Saddle Mountain appears in view in the east, with a single peak more in the north, and at a still greater distance. Much of this road is sandy, and a great deal of wheat and clover is cultivated.

Newtown, $3\frac{1}{2}$ miles from Waterford.

Half Moon, 4. From this place, the Catskill Mountains are plainly visible in clear weather.

Second Inn in Half Moon, 4.

About 3 miles beyond this place, the view opens, and shows that the traveler is in a kind of amphitheatre : the Greenfield Mountains in the west stretching far away towards the north, and the Vermont mountains in the east, which seem to approach them as they retire, with several fine and prominent peaks, particularly one which is about three miles beyond Bennington, Vt., famous for the defeat of Col. Baum, in the Revolution. Afterward the road passes near Ballston village, but without affording a sight of it. The *Springs*, being situated in a little valley, two miles beyond, the first intimation you have of your approach is the sight of several tall evergreens, and a small pleasure house on the top of a sharp hill, in the rear of Aldridge's boarding-house.

FROM WATERFORD TO THE SPRINGS, BY MECHANICVILLE.

This is the usual road, but offers few objects of interest.

Mechanicville, or the *Borough*, $8\frac{1}{2}$ miles from Waterford. Here the coaches generally stop for breakfast or dinner. Near at hand is a Cotton Manufactory, whence the place derives its former name.

Dunning-street.—Here is a little village, at which the road turns off west for the Springs. About a mile south of it we cross the Northern canal.

[*Stillwater* is 3 miles above, and 4 miles beyond that is *Smith's Tavern*, where those will stop who wish to visit the battle ground, at Bemis's Heights.]

Although the great crowd of travellers on this road will take the route to Ballston or Saratoga, yet as they will find few objects of any interest, it may be proper to introduce, in this place, an account of the expedition of Gen. Burgoyne, and the battle of Bemis's Heights, often known by the name of the battle of Saratoga; as we are within a few miles of the field.

Stillwater takes its name from the smoothness and quietness of the Hudson, which there spreads out over a broad surface, and hardly shows any appearance of a current. It is the place to which Gen. Schuyler retreated at the approach of Gen. Burgoyne, after removing all the stores, driving away the cattle, and throwing all possible obstacles in his way; afterward retiring to the island at the mouth of the Mohawk: and through this place, Gen. Gates, who soon after succeeded him in the command, marched up from Half Moon to take position on Bemis's Heights.

The reader is referred to the Maps, to observe the importance of the tract of country which lies along the route we have just entered upon. From Canada

to the head of Lake Champlain there is an uninterrupted water communication, by which troops and every thing necessary to an army may be transported with the utmost facility. A short land carriage reaches Lake George. Wood Creek, at the south end of Champlain, is navigable in boats to Fort Anne, which is only 9 miles distant from Fort Edward, on Hudson river, whence the navigation is open to New-York. Here have consequently been many of the most important military operations which have ever been carried on in the United States. The first battle within this region, of which history gives any account, was fought between the French and the Five Nations of Indians, soon after the settlement of Canada, when the latter first learned the terrible effect of gunpowder, and began to flee from the approach of civilization. In the numerous expeditions which at subsequent periods were undertaken by the British against Canada, this route was taken in the attack, and not unfrequently in the retreat. The important events of the war of 1755 were almost confined to this region; and the Revolution and the last war with England produced scenes which will be touched upon in their places.

The first period to which we shall refer, is that of the Revolution; and the first scene, that of the battle of Saratoga, or Bemis's Heights, towards which we are fast approaching.

"I could here," says Dr. Dwight, "almost forget that Arnold became a traitor to his country, and satisfy myself with recollecting, that to his invincible gallantry, and that of the brave officers and soldiers whom he led, my country was, under God, indebted, in a prime degree, for her independence, and all its consequent blessings. I should think an American, particularly an inhabitant of New-England or New-York, little to be envied, whose patriotism did not gain force upon the heights of Stillwater, or the plains of Saratoga. These scenes I have examined: the former with solemnity and awe, the latter with ardour and

admiration, and both with enthusiasm and rapture. Here I have remembered, and here it was impossible not to remember, that on this very spot a controversy was decided, upon which hung the liberty and happiness of a nation destined one day to fill a continent; and of its descendants, who will probably hereafter outnumber the inhabitants of Europe."

BURGOYNE'S EXPEDITION.

Gen. Burgoyne* was appointed Governor of Canada, in 1777, to succeed Sir Guy Carlton. He arrived at Quebec in May, and reached Crown Point June 20th. Gen. Phillips was sent to Ticonderoga with the British

* *General Burgoyne.*—(*From an English Work.*)—It is curious, that a man of such celebrity as a writer, a senator, and an officer, as the late Lieut. John Burgoyne, should be found among the number of those of whose youthful days no memorial has been preserved. Neither the time, place, nor circumstances of his birth are known. Even his parentage is doubtful. He is said, but upon what authority it does not appear, to have been a natural son of that Lord Bingley, who died at an advanced age in 1774. That he had the advantage of a liberal education, and early intercourse with polished society, is sufficiently evident from his writings; and it is probable that he was early devoted to the profession of arms, for on the 10th of May, 1759, he was raised to the rank of Lieut. Colonel, and in the August of the ensuing year, he was appointed Lieut. Col. Commandant of the 16th Light Dragoons. His after services at different periods, in Spain, Portugal, and America, are all well known, especially the unfortunate termination of his military career at Saratoga, which, though it tarnished not his honour, cast a shade over his brow, ever afterward conspicuous to the physiognomical eye. He made, on certain occasions, no ordinary figure in Parliament. He moved in the first circles, and married Lady Charlotte Stanley, a daughter of the Earl of Derby; and yet we know not who and what he originally was. He was the author of four successful dramas: the *Maid of the Oak*, the *Lord of the Manor*, *Richard Cœur de Lion*, and the comedy of the *Heiress*; and yet the curiosity of his biographer, even in this anecdote-dealing and memoir-sifting age, cannot trace his origin or the scenes of his education. The tale of the *Lord of the Manor* seems, in some degree, to have been disguised in the modification of the character and circumstances by the incident of his own matrimonial connexion: for his was a clandestine and unauthorized marriage, at a time when he held only a subaltern's commission in the army; and is said to have excited at first the resentment of the lady's father to such a degree, that he declared his resolution never to admit the offenders into his presence, though, in process of time, the anger of the Earl subsided, a reconciliation was effected, and was succeeded by a warm and lasting attachment. It is probable, also, that the memory of his lady, who died

right wing ; and the outposts and the fort were successively abandoned by the Americans. The news of the evacuation of this place was a most disheartening piece of intelligence to the country. It had been confidently hoped that an effectual resistance would there be offered to a force which threatened the liberty of America ; or at all events, that an heroic stand would be made at that important post, which had so long been regarded as an almost impregnable fortress.

During his delay, Gen. Schuyler obstructed the channel of Wood creek, removed every thing valuable from the country, and took the stores from Fort George to Fort Edward ; sending for regular troops, and calling for the militia of the neighbouring states, both which were supplied. Gen. Arnold and Col. Morgan joined him with a body of riflemen, and Gen. Lincoln with the New-England militia ; and he fell back to Saratoga and Stillwater.

BATTLE OF BENNINGTON.*

While these preparations were making for a general engagement, the battle of Bennington occurred, which must now be introduced to preserve the order of time. Being in want of provisions, Gen. Burgoyne had de-

in 1776, at Kensington Palace, during his absence in America, is embalmed by the affectionate regrets of the General, in that beautiful air in the first act of that opera :

“ Encompassed in an angel’s frame,
An angel’s virtues lay :
Too soon did heaven assert the claim,
And call its own away.

My Anna’s worth, my Anna’s charms,
Must never more return !
What now shall fill these widow’d arms ?
Ah, me ! my Anna’s urn !”

* In Bennington is an *iron mine*, which produces excellent ore. Very good pig iron is forged there.

spatched Lt. Col. Baum, with his Hessians, to seize the public stores at Bennington. He was supported by Lt. Col. Brechman, who stopped at Baten Kill. Brig. Gen. Stark with the New-Hampshire troops, joined by Col. Warner, attacked Col. Baum at the Wallomsack river, where they were encamped, July 16th, (1777,) and in two hours, forced their works, and completely defeated them. Col. Warner began the attack on Col. Brechman, wounded him mortally, and took him prisoner, and put his troops to flight.

Two hundred and twenty-six of the British troops were killed at the battle of Bennington, or rather the battle of *Hoosac*, as it was fought in that town. Seven hundred soldiers were taken prisoners, and thirty-six officers.

To return to the principal scene of action. Gen. Gates now received the command of the American troops, which had been greatly reinforced; and marching them from the east side of the Hudson river, opposite Half Moon, to Stillwater, on the west side, took a position on Bemis's Heights.

BEMIS'S HEIGHTS,

A ridge of elevated ground, beginning on the left, about a quarter of a mile from the river, and stretching off towards the north-west, offered great advantages for the defence of the road.

Gen. Gates's Camp was about half a mile from the road on the left, and his quarters were in a house which is yet standing, although very old. A by-road leads to the place; and the traveller, if he is able, will find himself repaid by examining the old intrenchments, and afterward proceeding along the heights, which were occupied by the American troops. By making a considerable circuit by a road, in some places rough, he may ride over the encampment and the scenes of the two battles, and then come back to the river at Smith's little tavern, three miles above this

place, or cross over to the Springs. The space between the river and the brow of the hill was crossed by a deep intrenchment defended with artillery, and almost impracticable.

The American Lines, three-quarters of a mile long, were furnished with a breastwork of logs, (the hills being almost entirely a forest,) and the left terminated opposite the enemy's right. From the left almost to the centre, the ground is level, and was partly cleared, yet much encumbered with fallen and girdled trees. An opening, left of the centre, had a battery—thence a ravine ran to the right.

Near the house once occupied by Gen. Gates, and close by a rail fence, are seen some remains of the intrenchments which defended the American camp. The view from many parts of this elevated ground is extensive and delightful, embracing the fertile shores and uplands of the Hudson, with many surrounding hills and distant mountains.

It will be recollected, that the expedition under Sir Henry Clinton, who proceeded up Hudson river to Kingston, was intended to co-operate with Gen. Burgoyne, but failed to produce the effect.

The British Lines stretched from a hill opposite the American left, in a straight line across the meadow to the Hudson river. The following account of their approach from Lake George is from Gen. Wilkinson's Memoirs.

“Gen. Burgoyne crossed the Hudson river the 13th and 14th of September, and advanced with great circumspection on the 15th from Saratoga to Davocote, where he halted to repair bridges in his front. The 16th was employed in this labour, and in reconnoitring : on the 17th he advanced a mile or two, resumed his march on the 18th, and Gen. Arnold was detached by Gen. Gates, with 1500 men, to harass him ; but after a light skirmish, he returned without loss, or effecting any thing more than picking up a few stragglers ; and the enemy moved forward, and encamped

in two lines, about two miles from Gen. Gates; his left on the river, and his right extending at right angles to it, across the low grounds about six hundred yards, to a range of steep and lofty heights occupied by his elite, having a creek or gulley in his front, made by a rivulet which issued from a great ravine formed by the hills, which ran in a direction nearly parallel to the river, until within half a mile of the American camp."

The Northern or Champlain canal, and the coach road, now cross the ground occupied by the American right, and soon afterward that occupied by the British lines. About half a mile south of the latter is the house of *Major Buel*, who served as a guide to the troops, and now conducts travellers to the field. He is old and poor, but strong and active.

The Battle Ground is on an elevated plain, about two miles above General Gates's camp, and the same distance west from Smith's tavern. It may be taken in the way from the Springs, but it is better to go first to Smith's for a guide, and to take or prepare for refreshment. From Smith's to the battle ground, the road is quite romantic, along the south side of Cumingskill, with a steep bank on each side for part of the distance. Here Burgoyne marched up to extend his right, and turn the American left. The open ground at the end is the field of battle.

The most severe fighting in the first battle was at a little knoll, in a field on the south, passing two fences.

BATTLE OF SEPT. 19th.

In the morning, it was reported by Col. Colburn, who was watching the enemy, that they were beginning to ascend the hill towards the American left. Gen. Gates sent Col. Morgan to oppose them, and the firing began about noon. The action extended, and in three hours was general, and continued without interruption till dark. The American troops engaged

amounted to 3000 ; the British to 3500. The following account is from General Wilkinson.

“This battle was perfectly accidental ; neither of the generals meditated an attack at the time, and but for Lieut. Col. Colburn’s report, it would not have taken place ; Burgoyne’s movement being merely to take ground on the heights in front of the great ravine, to give his several corps their proper places in line, to embrace our front and cover his transport, stores, provisions, and baggage, in the rear of his left ; and on our side, the defences of our camp being not half completed, and reinforcements daily arriving, it was not General Gates’s policy to court an action. The misconception of the adverse chiefs put them on the defensive, and confined them to the ground they casually occupied at the beginning of the action, and prevented a single manœuvre, during one of the longest, warmest, and most obstinate battles fought in America.

“The theatre of action was such, that although the combatants changed ground a dozen times in the course of the day, the contest terminated on the spot where it began. The British line was formed on an eminence in a thin pine wood, having before it Freeman’s farm, an oblong field, stretching from its centre towards its right, the ground in front sloping gently down to the verge of this field, which was bordered on the opposite side by a close wood. The sanguinary scene lay in the cleared ground, between the eminence occupied by the enemy, and the wood just described. The fire of our marksmen from this wood was too deadly to be withstood by the enemy in line, and when they gave way and broke. our men, rushing from their covert, pursued them to the eminence, where, having their flanks protected, they rallied, and, charging in turn, drove us back into the wood, from whence a dreadful fire would again force them to fall back ; and in this manner did the battle fluctuate, like the waves of a stormy sea, with alternate advantage for four hours, without one moment’s intermission. The Britishartil-

ery fell into our possession at every charge, but we could neither turn the pieces upon the enemy, nor bring them off; the wood prevented the last, and the want of a match the first, as the linstock was invariably carried off, and the rapidity of the transitions did not allow us time to provide one. The slaughter of his brigade of artillerists was remarkable, the captain and thirty-six men being killed or wounded out of forty-eight. It was truly a gallant conflict, in which leath by familiarity lost his terrors, and certainly a drawn battle, as night alone terminated it; the British army keeping its ground in rear of the field of action, and our corps, when they could no longer distinguish objects, retiring to their own camp."

The Interval between the two Battles.—This time, from Sept. 19th till Oct. 7th, was devoted to strengthening their fortifications, and by Gen. Gates to collecting also large reinforcements of militia. Gen. Burgoyne is said to have planned an attack on the 20th and 21st of September, but fortunately delayed until the Americans were in the best situation to oppose him. Attacks on the British picquets took place almost every night, and they were continually harassed.

Battle of October 8.—Gen. Wilkinson gives the following description of this battle.

"The enemy were formed across a newly cultivated field, their grenadiers with several field pieces on the left, bordering on a wood and a small ravine formed by the rivulet before alluded to; their light infantry on the right, covered by a worm fence at the foot of the hill before mentioned, thickly covered with wood; their centre composed of British and German battalions. Col. Morgan, with his usual sagacity, proposed to make a circuit with his corps on our left, and under cover of the wood to gain the height on the right of the enemy, and from thence commence his attack, so soon as our fire should be opened against their left; the plan was the best which could be devised, and no doubt

contributed essentially to the prompt and decisive victory we gained.

“This proposition was approved by the General, and it was concerted that time should be allowed the Colonel to make the proposed circuit, and gain his station on the enemy’s right before the attack should be made on their left: Poor’s brigade was ordered for this service, and the attack was commenced in due season on the flank and front of the British grenadiers, by the New-Hampshire and New-York troops. True to his purpose, Morgan, at this critical moment, poured down like a torrent from the hill, and attacked the right of the enemy in front and flank. Dearborn, at the moment when the enemy’s light infantry were attempting to change front, pressed forward with ardour and delivered a close fire; then leaped the fence, shouted, charged, and gallantly forced them to retire in disorder; yet, headed by that intrepid soldier, the Earl of Balcarras, they were immediately rallied and reformed behind a fence in rear of their first position; but being now attacked with great audacity in front and flanks by superior numbers, resistance became vain, and the whole line, commanded by Burgoyne in person, gave way and made a precipitate and disorderly retreat to his camp, leaving two 12, and six 6 pounders on the field, with the loss of more than 400 officers and men killed, wounded, and captured, and, among them, the flower of his officers, viz:—Brigadier General Frazer,* Major Ackland, commanding the grenadiers, Sir Francis Clark, his first aid-de-camp, Major Williams, commanding officer of the artillery, Captain Money, deputy quarter-master-general, and many others. The ground which had been occupied by the British grenadiers presented a scene of complicated horror and exultation. In the square space

* General Frazer was shot in the meadow, near the fence by the road side, just south of the blacksmith’s shop. The spot is marked by the third tree in a row of poplars.

of twelve or fifteen yards lay eighteen grenadiers in the agonies of death, and three officers propped up against stumps of trees, two of them mortally wounded, bleeding, and almost speechless.

"I found the courageous Colonel Cilley a-straddle on a brass twelve-pounder, and exulting in the capture. I pursued the hard-pressed flying enemy, passing over killed and wounded, until I heard one exclaim, 'Protect me, Sir, against this boy.' Turning my eyes, it was my fortune to arrest the purpose of a lad thirteen or fourteen years old, in the act of taking aim at a wounded officer who lay in the angle of a worm fence. Inquiring his rank, he answered, 'I had the honour to command the grenadiers;' of course, I knew him to be Major Ackland, who had been brought from the field to this place, on the back of a Captain Shrimpton of his own corps, under a heavy fire, and was here deposited, to save the lives of both. I dismounted, took him by the hand, and expressed hopes that he was not badly wounded: 'not badly,' replied this gallant officer and accomplished gentleman, 'but very inconveniently; I am shot through both legs: will you, Sir, have the goodness to have me conveyed to your camp?' I directed my servant to alight, and we lifted Ackland into his seat, and ordered him to be conducted to head-quarters. I then proceeded to the scene of renewed action, which embraced Burgoyne's right flank defence, and extending to his left, crossed a hollow covered with wood, about 40 rods, to the intrenchment of the light infantry. The roar of cannon and small arms at this juncture was sublime, between the enemy behind their works, and our troops entirely exposed, or partially sheltered by trees, stumps, or hollows, at various distances, not exceeding 120 yards. This right flank defence of the enemy, occupied by the German corps of Breyman, consisted of a breast-work of rails, piled horizontally between perpendicular pickets, driven into the earth, *en potence* to the rest of his line, and extended to about 250 yards across an

open field, and was covered on the right by a battery of two guns. The interval from the left to the British light infantry was committed to the defence of the provincialists, who occupied a couple of log cabins. The Germans were encamped immediately behind the rail breastwork, and the ground in front of it declined in a very gentle slope for about 120 yards, when it sunk abruptly ; our troops had formed a line under this declivity, and, covered breast high, were warmly engaged with the Germans. From this position, about sunset, I perceived Brigadier-General Learned advancing towards the enemy with his brigade, in open column, I think with Colonel M. Jackson's regiment in front, as I saw Lieutenant-Colonel Brooks, who commanded it, near the General, when I rode up to him. On saluting this brave old soldier, he inquired, 'Where can I *put* in with most advantage ?' I had particularly examined the ground between the left of the Germans and the light infantry, occupied by the provincialists, from whence I had observed a slack fire : I therefore recommended to General Learned to incline to his right, and attack at that point ; he did so with great gallantry ; the provincialists abandoned their position and fled ; the German flank was by this means uncovered ; they were assaulted vigorously, overturned in five minutes, and retreated in disorder, leaving their gallant commander, Lieutenant-Colonel Breyman, dead on the field. By dislodging this corps, the whole British encampment was laid open to us ; but the extreme darkness of the night, the fatigue of the men, and the disorder incident to undisciplined troops after so desultory an action, put it out of our power to improve the advantage ; and in the course of the night, General Burgoyne broke up his camp, and retired to his original position, which he had fortified, behind the great ravine."

The British lost, in killed, wounded, and prisoners, about 600 ; the Americans 319. The German officers said they had never before met so vigorous and terri-

ble a fire. Several American officers who walked over the field after midnight, found no enemy to interrupt them.

General Frazer's Grave is on the hill a little west of Smith's. At his own request, he was buried in the great redoubt, the remains of which are plainly visible.

Oct. 8th, frequent attacks were made on Gen. Balcarras' corps, and the British expected a general action.

General Burgoyne's Retreat commenced that night towards Lake George; but he was pursued and intercepted so promptly, that he was obliged to stop and take a position at Schuylersville, near which he surrendered ten days after the battle. The place will be particularly noticed beyond.

After perusing the foregoing descriptions of those two most important battles, the traveller will be greatly interested in learning that Smith's inn, to which he has before been directed, was at that period the

Quarters of General Burgoyne.—The house now stands by the road side, but the place where it then was is a spot at the foot of the hill, and about 200 yards from the river. The cellar is still to be seen, in a field near an apple tree, a little north of the road that crosses the canal. Willard's mountain is an eminence, a few miles off, on the opposite side of the river. During the last battle, the Americans had a few cannon on the rising ground above the eastern shore, a quarter of a mile above Smith's, and thence proceeded the shot of which the Baroness Reidesel speaks in the succeeding note. Several ladies of distinction were its inmates at the time when the British troops were here, being the wives of some of its principal officers. Among these were the Baroness Reidesel,* with her

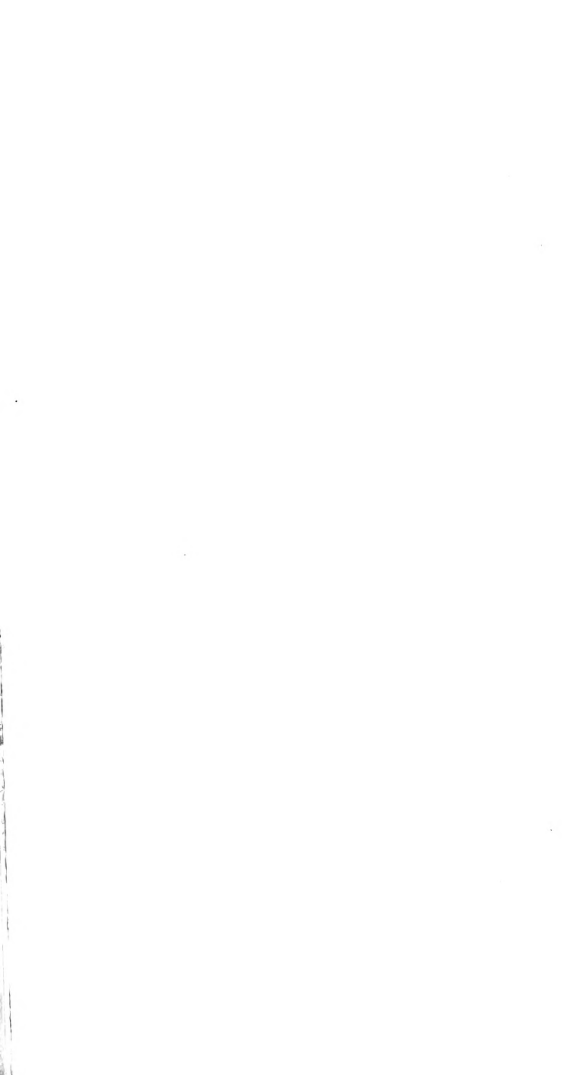
* *Extract of a letter from the Baroness, afterward published in Germany, and lately in this country.*

“ But severe trials awaited us, and on the 7th of October, our misfortunes began. I was at breakfast with my husband, and heard that something was intended. On the same day I expected Generals Bur-

children, wife of General Reidesel, and Lady Harriet Ackland, wife of Major Ackland, commander of the

goyne, Phillips, and Frazer to dine with us. I saw a great movement among the troops; my husband told me, it was merely a reconnoissance, which gave me no concern, as it often happened. I walked out of the house and met several Indians in their war dresses, with guns in their hands. When I asked them where they were going, they cried out, War! War! (meaning they were going to battle.) This filled me with apprehension, and I scarcely got home before I heard reports of cannon and musketry, which grew louder by degrees, till at last the noise became excessive. About 4 o'clock in the afternoon, instead of the guests whom I expected, General Frazer was brought on a litter mortally wounded. The table, which was already set, was instantly removed, and a bed placed in its stead for the wounded General. I sat trembling in a corner; the noise grew louder, and the alarm increased; the thought that my husband might perhaps be brought in, wounded in the same way, was terrible to me, and distressed me exceedingly. Gen. Frazer said to the surgeon, "*tell me if my wound is mortal; do not flatter me.*" The ball had passed through his body, and, unhappily for the General, he had eaten a very hearty breakfast, by which the stomach was distended, and the ball, as the surgeon said, had passed through it. I heard him often exclaim with a sigh, "Oh, fatal ambition! Poor General Burgoyne! Oh, my poor wife!" He was asked if he had any request to make, to which he replied, that "If General Burgoyne would permit it, he should like to be buried at six o'clock in the evening on the top of a mountain, in a redoubt which had been built there." I did not know which way to turn, all the other rooms were full of sick. Towards evening I saw my husband coming; then I forgot all my sorrows and thanked God that he was spared to me. He ate in great haste with me and his aid-de-camp behind the house. We had been told that we had the advantage of the enemy, but the sorrowful faces I beheld told a different tale, and before my husband went away, he took me one side, and said every thing was going very bad, that I must keep myself in readiness to leave the place, but not to mention it to any one. I made the pretence that I would move the next morning into my new house, and had every thing packed up ready.

"Lady H. Ackland had a tent not far from our house; in this she slept, and the rest of the day she was in the camp. All of a sudden, a man came to tell her that her husband was mortally wounded and taken prisoner; on hearing this she became very miserable; we comforted her by telling her that the wound was only slight, and at the same time advised her to go over to her husband, to do which she would certainly obtain permission, and then she could attend him herself: she was a charming woman and very fond of him. I spent much of the night in comforting her, and then went again to my children whom I had put to bed. I could not go to sleep, as I had General Frazer and all the other wounded gentlemen in my room, and I was sadly afraid my children would awake, and by their crying disturb the dying man in his last moments, who often addressed me, and apologized "*for the trouble he gave me.*" About 3 o'clock in the morning I was told he could not hold out much longer; I had desired to be informed of the near approach of this sad crisis, and I then wrapped up my children in their clothes, and





BALTIMORE.

British Grenadiers. The former published an account of what she saw during this trying and dangerous contest, after her return to Europe. The house was converted into an hospital during the second battle, and Gen. Frazer died on the 8th of October in what is now the bar-room. His grave is on the hill.

BALLSTON SPRINGS.

This village is situated in a little valley surrounded by hills, which have the aspect of having once been the bed of a small lake. The high ground enclosing it, gives an air of seclusion to the place, at the same time that it furnishes a variety of pleasant scenery. The Kayderosseros brook flows through the valley, in some places overhung by the groves of forest trees that cover the hills.

The *Sans Souci Hotel* is the principal house in the place, and is at least equal in plan and in arrangement to any similar establishment in the country. Aldridge's is a respectable house, in a pleasant situation. Mrs.

went with them into the room below. About 8 o'clock in the morning *he died*. After he was laid out and his corpse wrapped up in a sheet, we came again into the room, and had this sorrowful sight before us the whole day; and to add to this melancholy scene, almost every moment some officer of my acquaintance was brought in wounded. The cannonade commenced again; a retreat was spoken of, but not the smallest motion was made towards it. About 4 o'clock in the afternoon I saw the house which had just been built for me in flames, and the enemy was now not far off. We knew that General Burgoyne would not refuse the last request of General Frazer, though, by his acceding to it, an unnecessary delay was occasioned, by which the inconvenience of the army was much increased. At 6 o'clock the corpse was brought out, and we saw all the Generals attend it to the mountain: the chaplain, Mr. Brundell, performed the funeral service, rendered unusually solemn and awful, from its being accompanied by constant peals from the enemy's artillery. Many cannon balls flew close by me; but I had my eyes directed towards the mountain, where my husband was standing, amid the fire of the enemy, and, of course, I could not think of my own danger. General Gates afterward said, that if he had known it had been a funeral, he would not have permitted it to be fired on." Lady Harriet Aekland went to the American camp after the action, to take care of her husband, before the surrender, and the Baroness Reidesel afterward. They were both received with the greatest kindness and delicacy.

M'Masters', the Village Hotel, &c. are in the neighbourhood.

SANS SOUCI

is a building of great size, occupying the corner where the village street meets the road to Saratoga. It has a fine piazza opening upon the former, and presents a front of 156 feet long, with a wing extending back from each end 150 feet, all of them three stories high, and containing in all lodging for nearly 150 persons. The dining room can easily accommodate that number, and the public parlour is large, airy, and pleasant, extending to the ladies' private parlour.

Scarcely any thing in this country can exceed the scene of gayety which this house presents in the visiting season. When crowded with people, Sans Souci is usually the scene of several balls in the week, to say nothing of the fishing parties, riding parties, &c. &c. which fill up the day. The variety of scenery in the neighbourhood is sufficient to attract many of those who resort to this place of health and pleasure; and walking and riding will be found much more agreeable here than at Saratoga. Some of the particular routes and objects will be designated hereafter.

THE WASHINGTON SPRING.

A new and remarkable chalybeate Spring was obtained, in 1827, by boring 237 feet deep, through blue slate rock, near the Old Spring. It has a tube sunk the whole distance, made partly of iron and partly of tin, and affords a most delightful sparkling water, which boils over the top. In August of that year, several months after it was opened, the water was forced into the air to the height of 12 or 14 feet, without any perceptible cause, in a constant jet, for about half an hour. The water then disappeared, and was after-

ward discovered slowly rising, till it again overflowed. It was for a time flat and turbid ; but soon recovered all its clearness, gaseous pungency, and sparkling. This spring affords some of the finest chalybeate water in the United States.

The Lafayette Spring, which yields a fine and sparkling chalybeate water, was discovered early in the summer of 1825. It is supposed by many to be in fact identical with the "Old Spring," which is soon to be spoken of, being distant from it only about thirty feet. It is very cold and highly charged with oxyde of iron and carbonic acid gas, which have given it a high reputation.

The Old Spring, which is in the middle of the street opposite Aldridge's, was the first discovered in all this part of the country. It is said that the inhabitants were induced to trust to its peculiar virtues by the example of the deer of the forest, which had resorted to it in such numbers as to form beaten paths from every direction to the spot. In 1792 there was not a house within two or three miles of this spot.

The Old Spring has lost much of its original excellence, which appears to be in a good degree transferred to the new ones.

The Saline, or United States Spring, is a fine and most valuable one ; it is near the bathing house connected with the Sans Souci. It was discovered a few years since, and contains a large quantity of oxyde of iron, together with glauber and other salts, so that it is at once a strong saline, and chalybeate water. The iron is in such quantities as to be perceptible to the taste. Its effect is tonic, and it favourably counteracts the debilitating effect of the salts.

The New Spring is near the Sans Souci hotel. It was obtained in 1827 by boring to a depth of about 300 feet, and is full of gas, very sparkling and considered both saline and chalybeate.

The neighbouring country was almost a perfect wilderness at the close of the Revolutionary war: for the

natural military route between Canada and the United States lay through it, and the Five Nations of Indians were so near on the western side, and were so frequently passing over it on their war parties, that few white men were willing to encounter the dangers and risks to which such a residence must necessarily be exposed.

For some years, the only place where visitors could find shelter here, was in a log house, near the Old Spring, which was for some time the only object of notice. The springs near the Sans Souci were subsequently discovered, and have enjoyed their portion of celebrity. In 1817 four springs of different qualities were found near the great manufactory built by Mr. Low. Their history is worthy of attention, as it shows the singular changes which sometimes take place in this mysterious soil, where springs occasionally appear, change places, and disappear, without any apparent cause. Some surprising power is constantly at work somewhere beneath the surface, which the wisest students of nature are unable to explain or to comprehend. The branch of the Kayderosseros brook which flows through the Spa Village, was raised to an unusual height by a flood in the summer of 1817, and threw its current into a new channel, further towards the east than its former one. The old bed was thus left dry; and four springs were found rising side by side, all of them within a space of about twenty feet square, and all of qualities entirely different. One resembled in some degree the Old Spring, but contained a surplus of carbonic acid gas and sparkled like champagne; the next contained much glauber salts, and was somewhat like the Congress Spring at Saratoga; the third was brine, like sea water; and the fourth perfectly fresh. A platform was raised that covered them all, and wooden tubes were sunk into the two first, which were only two or three feet apart; and for three or four seasons they attracted all visitors, so much so that the Old Spring was deserted.

The first spring was peculiarly fine, and the favourite of all; but it at length began to lose its flavour, gas, and virtue; and the four springs now flow off together in a stream of almost pure water. The Old Spring was visited by Sir William Johnson before the Revolutionary war, for his health. It was before known by reports of the Indians.

QUALITIES OF THE BALLSTON WATERS.

New-Haven, April 27, 1824.

Dear Sir,

You request my opinion of the mineral waters at Ballston Spa. They are in my view very valuable, and I can discern no serious reason why public opinion should be less favourable to them now than formerly. I became acquainted with the Old Spring, near Mr. Aldridge's, in consequence of using its waters uninterruptedly at the fountain head, for a month, in the Autumn of 1797; and a residence of the same length of time, at Ballston Spa, during the last summer, gave me an opportunity of renewing my acquaintance with the Old Spring, and of becoming familiar also with those more recently discovered fountains, which have been opened and brought into use. The Old Spring appears, substantially, as it did in 1797, and is, I suppose, surpassed by no mineral fountain in the world as brisk, copious, slightly saline, and strong chalybeate. The principal spring* under the bath house, while it is also a brisk chalybeate, is besides in a high degree saline, and is probably unrivalled as a natural combination of this class. Its cathartic properties are strong, and its tonic powers equally so. There is no spring, either at Ballston Spa or Saratoga Springs, which I should prefer to this. I speak of my own expe-

* Mr. Silliman has analyzed the water of this spring, which is now called the United States, and found half a gallon of it to contain 270 grains of salt; iron, lime, and magnesia. 100. It is at once highly saline and chalybeate, which is very remarkable.

nience—for some persons, a brisk cathartic water, scarcely chalybeate at all, like the Congress Spring, may be preferable. The Congress Spring is also, so far as I am informed, without a rival, in its class—but it is scarcely proper to call it a chalybeate, as it is so only in a slight degree. There is no reason why the establishments at Saratoga Springs and at Ballston Spa should regard each other with an unfriendly feeling. The accommodations of both are too good to need praise from me, and the bounty of the Creator has poured forth these fountains of health, in the great valley (for I regard the springs of Ballston Spa and Saratoga as parts of one great system) with a profuse benevolence, unknown in any other country. Nothing can exceed the variety, copiousness, and excellence of the springs at Saratoga—but those of Ballston Spa are in no respect, except that of number and variety, inferior to them, and I trust the day is not distant, when a truly liberal feeling will, in both villages, lead to mutual commendation, and an amicable rivalry, in efforts to please and to accommodate their guests; and the salutary effect will then, I am persuaded, soon be visible, in the increased number of visitors, from every part of this great continent; a number more than sufficient to fill both villages, and fully to reward the spirited and liberal proprietors of their respective public establishments.

With the best wishes for the prosperity of both places, I remain

Your Obt. Servant,

B. SILLIMAN.

Low's Manufactory is four stories high, about 170 feet long, and forty feet wide, with a large room in each of the three upper stories about 115 feet long. It is not used.

There is a *Reading Room and Circulating Library*, kept at the store of Mr. Comstock; and a book is also to be seen, in which the names of visitors arriving at

the principal houses are daily entered, for the information of others.

The *Lover's Leap* is a precipice of 60 or 70 feet, which overhangs the Kayderosseros, and overlooks a romantic and secluded little valley, at the distance of about half a mile from the springs. The road leads up the hill beyond Aldridge's, and through a dark pine grove. A half-trodden path turns off at the right, and conducts to the precipice, which is a pleasant retreat in the heat of the day, affording a fine shade and frequently a pleasant breeze, as well as the view of a wild scene below, to which a steep descent conducts on the left hand.

Ballston Lake is a pretty little sheet of water about four miles distant; but as *Saratoga Lake* is much larger, more accessible, and more beautiful, and is supplied with accommodations for fishing parties, it is more worthy of attention; we refer the stranger to the description of it on page 145. The distance is four and a half miles, and five and a half from *Saratoga Springs*. It is only six miles from Ballston Spa to the south end, where is the finest view of it, on the way to the battle ground. The road is rather stony and rough, but perfectly safe, and has some pleasant spots, and several extensive views. The Green Mountains in Vermont present a very noble appearance; and several ridges of hills between, afterward succeeded by the swelling and fertile shores of the Hudson, form a various and delightful landscape.

Mr. Simpson's Farm in Galway, is 11 miles west from Ballston Springs.

He is an excellent farmer, and his house a very good one. Take the road up the sand hill by Aldridge's, passing near the *Lover's Leap*, and following the Johnstown road. His house is on a high ridge of land; the farm contains 800 acres, 360 of which are cultivated, principally for grain and grass. He raises 40 or 50 bushels of wheat to an acre by late ploughing, about three inches deep. He soaks his seed wheat in

brine, and rolls it in lime to preserve it from insects. Other seeds he rolls in plaster. He has raised 700 bushels of potatoes to an acre. His corn is planted two feet apart one way, and two and a half the other.

His fences are of stone and wood—a low stone wall, with timber in it, to secure the parts above ground. A fence of two rails is thus made above; the rails being of plank, about four inches wide. Of this kind of fence, he has on his farm what would measure 15 miles.

The place enjoys so fine and healthy a situation, and the inn is so well kept, being one of the best in this part of the country, that it is the resort of many visitors from different quarters, who frequently spend days or weeks there. The charges are more moderate than at the Springs.

The view is commanding, and the air fine. From an eminence west of the house, no less than 13 counties may be discovered. The church is half a mile distant, and the road from Ballston pretty good.

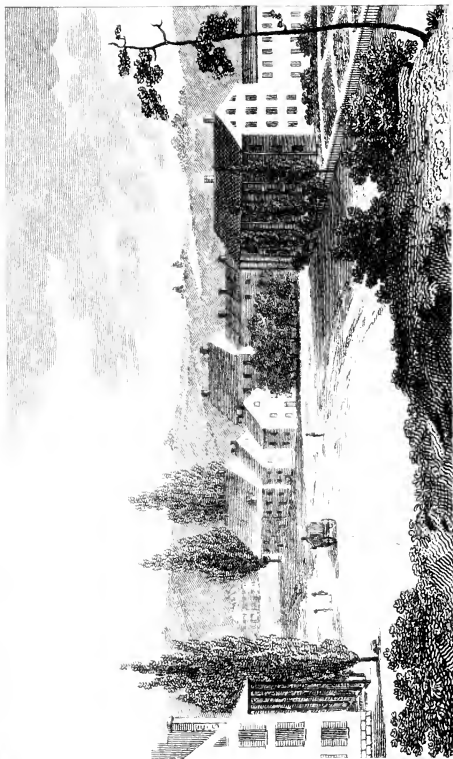
REMARKS ON THE ROUTES.

At the Springs many a traveller has to arrange his future journeys, either for business or pleasure; and as Ballston and Saratoga are pre-eminently places of leisure, some general hints concerning the different routes will not be misplaced.

North. The roads to Lake George, Lake Champlain, Montreal, &c., belonging more properly to Saratoga, will be given under that head.

East. The traveller is referred to the same place and Albany for the roads leading into New-England.

South. Three or four steamboats leave Albany for New-York every day, and as many arrive from that city. Several also ply every week between New-York and other points. They touch at numerous points on the river, so that passengers can land where they please. The newspapers will furnish all neces-



Peer-Manschap 80.

H. Jansen del.

nary information concerning their periods of departure and return; and coaches from the Springs so regulate their time as to accommodate the traveller.

There are *several roads to Albany*: by Waterford, and Troy, or Gibbonsville, and by Schenectady.

From Waterford you may take either side of the river. On the west side are the Cohoes Falls, the remarkable "nine locks" on the Erie Canal, the junction of the two canals, and route of the former quite to Albany. On the east side the road passes over a bridge to Lansingburgh, through Troy, and recrosses by a good and safe ferry. (*See Index.*)

The *second* road, which goes through Schenectady, is rather circuitous, but will give the stranger an opportunity of travelling 27 miles on the Erie Canal, along the course of the Mohawk.

West. The grand western route, through Utica, and leading to Niagara and Lake Erie, has been already traced out. The nearest point on this route is Schenectady, whence the traveller may proceed up the Mohawk, either by the stage road, or in the canal boats.

The direct road to Schenectady, however, is sandy, and quite uninteresting.

SARATOGA SPRINGS

are 7 miles from Ballston Springs, and a coach generally passes between these two places every day; besides a number of other carriages on their way from Albany, &c. What is called the regular price for these 7 miles is 50 cents for a seat. The old road is level and sandy, and if the weather be dry the traveller will probably be incommoded with dust, unless he rides in the morning or evening, when the ground is moist with the dew. The new road passes over higher ground, and is pleasanter and harder, although somewhat longer. You may pass out by the court-house, east, or turn to the right just below the

Sans Souci. You enjoy some fine views of the distant hills and mountains ; and the soil and crops are generally much better than on the old road.

Saratoga is quite concealed until you are within a short distance, and then the clusters of frail board buildings which spring up among the stumps of trees lately felled in the skirts of the pine forest, show what an unnatural surplus of population the place contains during the visiting season, which is principally in July and August. It may not be unseasonable to mention here the principal houses in the order in which they are supposed to stand on the list of gentility : the Congress Hall, \$10 per week ; United States Hotel, do. ; the Pavilion, do. ; and Union Hall \$3.

On reaching the brow of a hill which descends into the village, the street lies in full view, with all the principal houses. On the right is Congress Hall three stories high with a row of 17 columns, rising from the ground to the eaves ; opposite is Union Hall with a row of 10 similar columns ; over which are seen the brick walls of the United States Hotel ; and still beyond, on the other side, the roof of the Pavilion. From this view the village is represented in the accompanying print, which was taken on the spot.

On reaching the foot of the hill, the Congress Spring, the great attraction of the place, is seen at a short distance on the right, usually surrounded with a throng of people.

CONGRESS HALL

has generally enjoyed the highest favour among the most fashionable visitors at Saratoga, on account of its fine and imposing appearance, its contiguity to the Spring, the number and size of its apartments, and the style in which it is furnished and kept. It is 196 feet long on the street, with two wings of 60 feet running back, and contains lodging for 150. The first floor in front is divided in the following manner : a

dining room in the middle, capable of containing tables for all the house can accommodate ; next the dancing hall, about 80 feet long, and south the ladies' private parlour. The price of board is \$10 per week.

THE UNITED STATES HALL

is a fine building of brick, three stories high, with a colonade rising only to the second story. This house is excellently well kept, and is more substantially built than any of the rest, which are of a light construction, fit only for the mildest weather ; but it is deficient in public rooms, in which particular Congress Hall so much excels. It is also raised so high from the street as not to be convenient of access, although some prefer it on that very account.

THE PAVILION.

This is a very good house for one of its size, and will be found free from much of the bustle of the larger ones, while it is often the resort of much company in the visiting season. Those who wish to drink often of the Flat Rock water will prefer it, as that Spring is only a few steps from it in the rear. There is a fine *bathing house* connected with it, and a shady little wood not far beyond by the road side, on the way to the Round Rock Spring.

UNION HALL

is the resort of those who wish to have the most convenient access to the waters of the Congress Spring, or to participate more moderately in the amusements of the place, and to avoid the inconveniences of gayety and mirth, produced by the continued round of balls and dances in the other principal houses.

The Congress Spring,

which, as was before remarked, is the great source from which this place derives its celebrity and its show of wealth and importance, was discovered by Mr. Putnam. He built the first house near it for the accommodation of invalids, which was subsequently enlarged to the present Union Hall, now kept by his son. The Congress Spring was long concealed by the neighbouring brook which formerly passed over it; but its valuable qualities being discovered, it has attracted universal attention, and the benefits of its waters are annually dispensed to thousands.

Mr. Silliman gives the following analysis: half a gallon contains 320 grains of salt, 26 lime and magnesia, with a slight trace of iron.

The Flat Rock Spring

is near the upper end of the street, and in the rear of the Pavilion. In composition and qualities it bears a resemblance to the *Washington Spring at Ballston*, but is far inferior. It is a chalybeate water, and the best of the kind in the place. It is situated on the margin of the little valley in which all the springs are found, and the Pavilion will prove a pleasant house to invalids and others who wish to drink of it frequently.

The Round Rock Spring.

This Spring is worthy of a visit merely as a natural curiosity: the water, although for a time much celebrated, and indeed the only attraction of which Saratoga could boast, having gone into disrepute, since the discovery of the sources already mentioned. It is a feeble chalybeate with little taste and little effect. The water rises in a small rock of calcareous tufa, of a conical form, with a circular hole in the middle, about five inches in diameter. The rock is about five

feet through at the base, and has evidently been produced by the layers of lime deposited by the water. Many of the rocks in the neighbourhood contain a large quantity of lime, where the carbonic acid of the water probably obtains the supply which it afterward deposits here. The gradual accretion which is thus constantly going on is very apparent even to a hasty observer. That part of the rock which is most exposed to the dripping of water taken out in cups through the hole in the top, is always smooth and even, while other parts are rough and broken. Fractures made by visitors are sometimes found half obliterated by a recent coat of calcareous matter formed in this manner. A horizontal rock, apparently of similar formation, extends for a considerable distance under the surface of the ground; and indeed it might be supposed to reach to some of the springs which rise in different places along the valley above.

The water, according to common report, formerly flowed over the top, but has for many years found its way below, through a crevice produced by a large forest tree which fell and cracked the rock.

SARATOGA LAKE.

An excursion to this beautiful piece of water, is one of the most agreeable that can be made in any direction. It is $5\frac{1}{2}$ miles distant, in a south-easterly direction, and is frequently visited by parties from Ballston, as well as Saratoga Springs, as a good house has been lately erected on the shore, and furnished with every accommodation, by Mr. Riley. Sailing and fishing on the lake form the amusements of the excursion.

The first part of the way is by the eastern road to Ballston Spa; and after turning to the left and riding to within half a mile of the lake, a fine view opens from the top of a hill. The eye embraces a part of this fine sheet of water, with its sloping and verdant

shores, generally divided by square fields; with a distant view of the Green Mountains.

At a considerable distance from the shore, is erected a stage, 16 by 14 feet, a little raised above the water, and capable of containing thirty people. The lake is there about seven feet deep, and the spot is excellent for fishing. Parties of ladies and gentlemen are taken off in boats, and in hot weather an awning is spread to shade them from the sun.

On the opposite side of the lake is a remarkable rocky and woody hill, of a rounded form, which is connected with the shore only by a narrow neck. The deepest water is two miles below, at Drowned Meadow Cove, where it is 150 or 170 feet to the bottom. The road running north from Riley's is pleasant, but reaches only half a mile.

The lake extends seven miles in length, and is two in breadth. The shores are bold and varied, gently descending with a smooth slope to the margin, or rising in rugged crags from the water's edge; sometimes softened and beautified by the hand of cultivation, and sometimes abandoned to all their native wildness.

If the wind and weather are favourable, the visiter may expect good sport in fishing; and if not, he may calculate on a dinner table well supplied by other and more fortunate adventurers. There are also many kinds of wild fowl, birds, &c. in the neighbourhood, so that a sportsman may find great amusement here.

There is a house at the north end of the lake, 4 miles from Saratoga Springs, kept by Mr. Green, near the ferry, where also visitors are accommodated.

Trout Fishing. Two miles eastward from the Springs, is a Trout Pond, to which sportsmen frequently resort.

The Reading Room. Strangers will find newspapers from different parts of the country, and will be able to supply themselves with books of different descriptions, to beguile their leisure hours. The Read-

ing Room is at the Book Store of Mr. Davison, a little beyond the United States Hotel.

A Record will also be found at the same place, into which the arrivals and departures of visitors are copied, once a day, from the books of the four principal houses. If any one expects to meet a friend here, or wishes to learn whether he has already left Saratoga, he has only to refer to this list and look for his name.

SCHUYLERSVILLE, 12 m. from Saratoga,

seven miles from the battle-ground. A stage coach leaves Saratoga Springs three mornings in the week, which passes through this place. At this village is the place where Gen. Burgoyne was forced to stop on his retreat, on account of the flood in Fish Creek, the outlet of Saratoga Lake ; and at Fort Hardy, which then stood on its banks, he surrendered to Gen. Gates on the 17th October. The traces of his camp are still very discernible, in embankments, ditches, &c. and the house in which he had his head-quarters stood till within a few years.

THE BRITISH CAMP,

one mile from the Fishkill, and opposite the Batenkill Creek. From the hill where the British encampment was formed, a fine and extensive view may be had, upon the route towards Bemis's Heights. General Burgoyne occupied the night of October 8th, and the following day, in getting to this place, although it is but 7 miles, on account of the miserable state of the roads. Here he was detained for several days by the swelling of the waters of the creek ; and when he crossed the stream, he left his hospital with 300 sick and wounded, who were treated by Gen. Gates with every attention.

Here the further retreat was cut off: for the Ameri-

cans were found in possession of the fords of the Hudson. Gen. Burgoyne therefore took his last position ; and Gen. Gates formed his camp behind, while Morgan took post on the west and north of the British, and Gen. Fellows, with 3000 men, was stationed on the opposite side of the river. American troops were also in Fort Edward, and on the high ground towards Lake George.

While remaining in this situation, the British were continually exposed to the fire of their enemies, as well as reduced by want of provision. Six days passed thus ; when on the 17th of October, 1777, a convention was signed, and the army, being marched to the meadow near Old Fort Hardy, piled their arms and surrendered prisoners of war, to the number of 5752 effective, with 528 sick and wounded. This meadow is in sight from the inn.

The House of Gen. Schuyler stood on the spot now occupied by that of his grandson. It was burnt by Burgoyne on his retreat, together with his mills ; notwithstanding which, the British officers were afterward received at his house in Albany, and treated with great kindness.

REMARKS ON THE ROUTES.

North.—Three great routes from the Springs towards the north may be particularized, although they run almost side by side, and all unite on arriving at Lake Champlain. 1st, The fashionable route, to Caldwell, on Lake George. 2d, The Northern, or Champlain Canal. 3d, The road to Whitehall, the direct route on the way to Montreal.*

The *first* of these is usually travelled by strangers of taste and leisure, as it conducts directly to the fine scenery of Lake George, and the battle-grounds in its

* There also are two stage routes to Montreal, one on each side of Lake Champlain. The mail now goes to Montreal daily.

vicinity; and passes near several other spots of high interest for their historical associations. It is with a particular view to this route, that the places soon to be mentioned will be arranged and described. Even if a journey to Montreal is intended, it can hardly be too urgently pressed upon the stranger to devote a leisure day or two to Lake George on his way, as he will find himself most amply rewarded, and can join the great route with facility at Ticonderoga.

The *second route*, by the Northern Canal, may be met near the battle-ground at Bemis's Heights; but it has hitherto offered in this part no boat expressly for passengers. In fine weather, however, gentlemen may travel very pleasantly for a few miles in the common freight boats.

The *third route* is the road to Whitehall, which is furnished with public carriages from the Springs during the warm season, and, like the canal, passes near some of the interesting places to be mentioned hereafter. From Whitehall the traveller may proceed down Lake Champlain in the daily steamboats, or by land in the mail coach.

East.—Travellers wishing to go to any part of the country in this direction, may take their choice of several routes. Lines of stage coaches run to Connecticut river from Burlington, Middlebury, Castleton, and Granville, as well as from Troy and Albany, in various directions—to Hanover, Brattleborough, Greenfield, Northampton, Springfield, Hartford; and there subdividing into numerous ramifications, offer the means of conveyance to every part of New-England.

To meet most of these routes, it will be necessary to proceed to some point north or south of the Springs, for which public carriages are established in several directions from Saratoga and Ballston, concerning which, arrangements may be made at the bar of the house where the stranger is lodged.

It is also important to mention, that two lines of coaches run along the courses of Hudson River and

Wood Creek, one on each side ; and that the eastern one carries the mail through Castleton, Middlebury, Burlington, &c. along the course of Lake Champlain, though generally at too great a distance to command a view of it. The country there is very fine, the villages beautiful, and the surface frequently mountainous.

This road meets several of the eastern roads ; but the traveller will probably prefer to take one of the four steamboats, as he can land at the most important points.

The most interesting route that can be chosen by a man of taste, from the Springs to Boston, is through Vermont to the White Mountains, and Winnipiseogee Lake in New-Hampshire. He may take what road he pleases to Connecticut River.

For the roads leading *south* and *west from the Springs* he is referred directly to *Ballston*, where those routes are particularly mentioned and described.

If he has never visited *the Battle Ground at Bemis's Heights*, or, as it is usually called, of *Saratoga*, it may be recommended to him to take that interesting place in his way, and to refer to page 135 for the description of it.

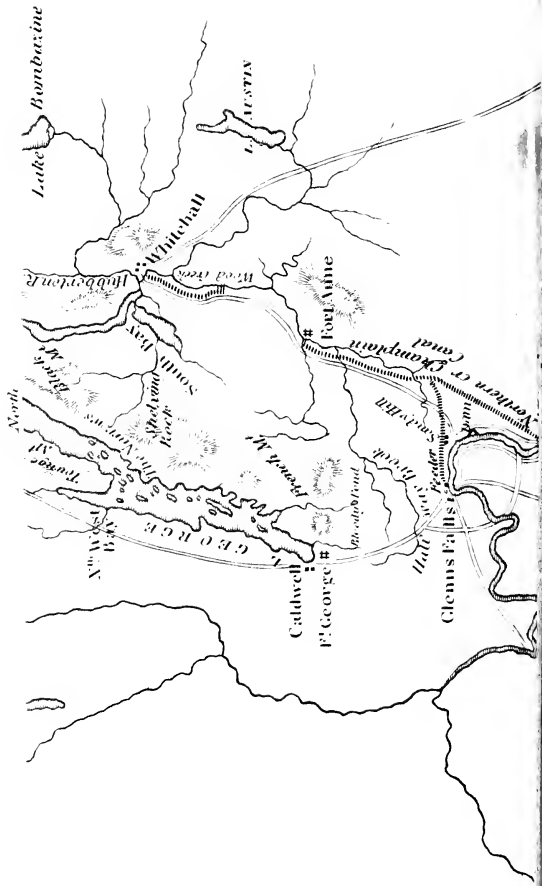
EXCURSION TO LAKE GEORGE, 27 miles.

This is by far the most delightful, as well as fashionable excursion which can be made from the Springs in any direction, as it abounds with some of the finest scenery in the United States, and in numerous sites and objects intimately connected with the history of the country.

A stage coach leaves Saratoga Springs every morning for Caldwell, at the south end of the lake, passing through Glenn's Falls.

From the time of the earliest wars between the British colonies and the French in Canada, to that of 1755, the tract over which part of our route lies was the high road of war. It was traversed by many a





hostile expedition, in which the splendour and power of European arms mingled with the fierce tactics of savage warriors : the ruins of fortresses are still to be traced in several places, and tradition points to many spot that has been sprinkled with blood. During the Revolution, also, some of the important events in our history, took place in this neighbourhood. The battle of Saratoga, and the defeat of General Burgoyne have been already dwelt upon ; but we shall have to refer more than once to his expedition as we pass other scenes with which the events of it are connected.

The Journey to Montreal may be made *by the way of Lake George* ; and this route the book will pursue, to Montreal and Quebec, whither the reader, it is hoped, will accompany it.

THE ROAD FROM SARATOGA TO GLENN'S FALLS, 13 miles.

Wilton, 7 m.—Here take the left-hand road, where a small house stands at the angle. This will prove the better route, and meets the other branch twice, at four and six miles distance. Thirteen miles beyond, the road branches off eastward for Sandy Hill.

Half a mile before reaching the village, the road enters a rich plain, probably once overflowed by the river, which is now discovered on the left, dividing it in its course, while the village appears in front, with a handsome church spire, and a number of neat white houses, all backed by the mountains, which here stretch off towards the north.

French Mountain is the most prominent eminence, of which more anon. A more distant range is likewise seen further to the right.

Glenn's Falls.—If the traveller is going on immediately to the lake, he should stop a few moments on the bridge, to see the falls in the Hudson, which are in full view below. The river here makes a sudden descent of 37 feet, over a rock of dark blue limestone,

which has been worn into so many forms as to break up the current in a very singular manner. The projection of two large masses of rock divides the water into three sheets (except when it is much swollen by floods). Of these, the northern one is much the largest, and the other two unite and pass through a deep channel, about 15 feet wide. A man jumped off the bridge here, twice, a few years ago, yet escaped without serious injury. The most water passes through the other channel.*

A dam is thrown across just above the falls, which supplies a Cotton Manufactory of Stone with water, as well as several mills. On the north side of the river is a canal, which is intended for a feeder to the Champlain canal, and passes along the elevated bank. It now furnishes water for several mills, and an artificial cascade.

The great flat rock which supports the bridge, projects beyond it, and affords space for a small garden on its highest part, although the greater part of it is overflowed in high floods. Like the other rocky strata there, it has a gentle dip towards the south, and a perpendicular fracture running nearly north and south.

Caverns.—Passing through the garden, and turning to the left, the mouths of two caverns are found facing the north, in different places among the rocks. They have been cut through by the rushing of water, in a direction across the river's course, and corresponding with the natural fracture. The first is just large enough to permit the passage of a man, and is cut with surprising regularity for a distance of about 25 feet. This place is made the scene of some of the most in-

* *Sandy Hill, 2 miles eastward.*—This village is pleasantly situated at the next fall in the river below. The cascade is less remarkable as an object of curiosity and interest, but it is still worthy of attention if the stranger have sufficient time at his disposal. He will find a pleasant road onward; and if he should be on his return from Lake George, and wishes to visit this part of the river, the *Field of Surrender*, or the *Battle Ground*, before reaching Saratoga or Ballston, he will find it convenient to follow the course of the river. The village has a good inn.

For a description of the principal scenes of this route, see Index.

interesting chapters of Mr. Cooper's novel of *The Last of the Mohicans*. The cavern (perhaps altered since 1757) was the place where the wanderers secreted themselves, and were made captives. The cavern conducts to one of the river's channels, where it opens on the side of a precipice, directly over the water. The banks of the river are perpendicular rocks as far as can be seen; and nearly opposite the caverns, under the north bank, is an abundant spring of fine, pure water, which pours from a hole in the rock, a few feet from the surface of the river.

About half-way between this place and Sandy Hill, a convoy of wagons was attacked in the French war, on their way to Lake George.

Nearly north of Glenn's Falls, is Luzerne Mountain; and a little to the right of it, French Mountain. Between them passes the road to Lake George. Towards the west, a range of high hills encloses the view, and to the east the Vermont Mountains make a fine appearance.

Near the foot of *French Mountain* is a small tavern, on the east side of the road; and near this place Gen. Dieskau's advanced guard struck the route from Glenn's Falls and Fort Edward to Fort William Henry. The valley through which we pass is narrow for some distance beyond; and after about half an hour's ride (for there are no mile stones), a little circular pond is discovered on the east side, and close by the road. It is generally almost concealed with water plants.

This was near the place of action between Colonel Williams and General Dieskau. The latter had extended his troops across the path, and advanced his wings some distance in front, the left wing occupying the rising ground on the west side of the road near his place. A small cleared spot may be noticed on the other side, a little beyond the pond (in 1825 a hut stood upon it), that is said to have been the principal scene of action; and a singular rock near by is pointed out by tradition as the mark of Col. Williams's grave.

This, however, is considered very doubtful ; by others, it is said that he ascended the rock to reconnoitre, and was shot from its summit. (*Page 170.*)

The little pond above mentioned was the place where most of the dead were thrown, and it bears the name of *Bloody Pond* to this day. It is probably much smaller than formerly. In 1825 the skeleton of a man was dug up from a depth of one and a half feet, near the pond, with a marble pipe, and some silver-eyed buttons bearing the royal stamp. This pond is nearly circular, and is covered, in its season, with the Pond Lily (*Nymphaea Alba*), which expands its flowers on the surface of the water.

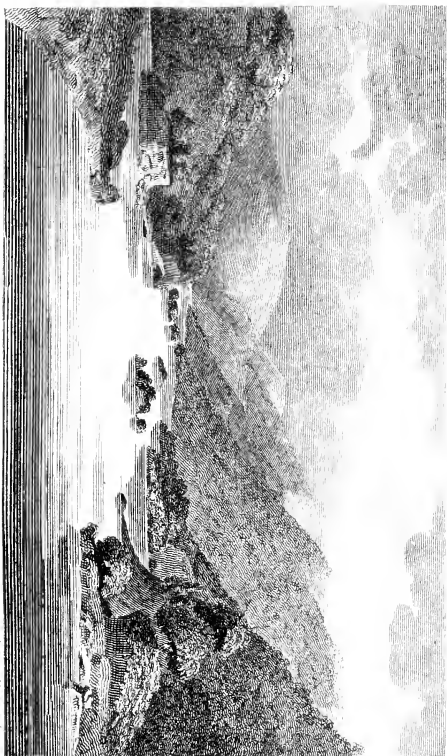
About a quarter of a mile beyond this place, is a fine view of

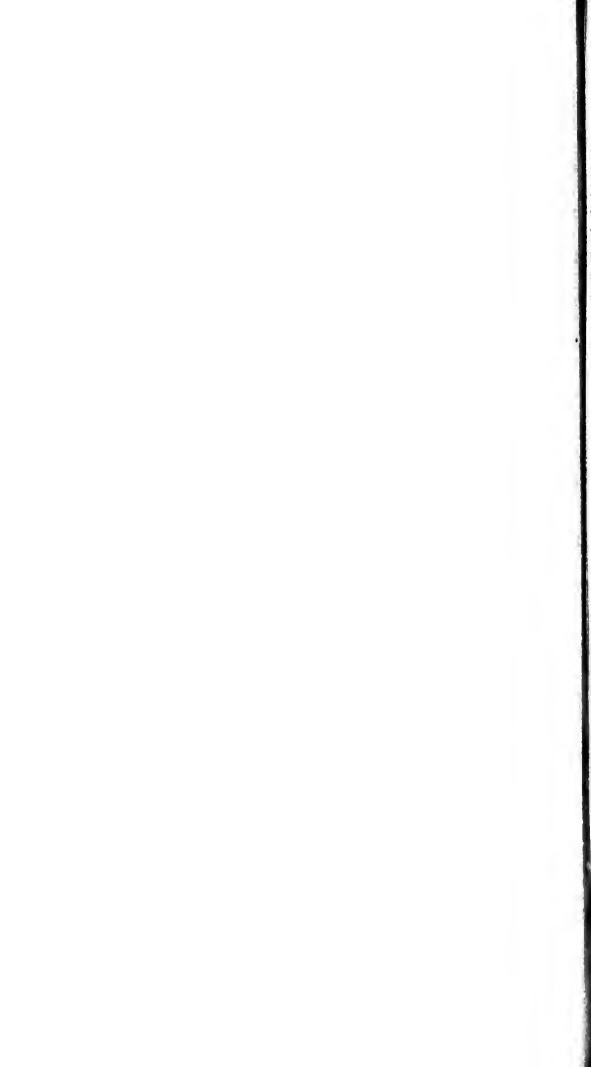
LAKE GEORGE.

Coming to the brow of a high hill, the prospect opens, and the lake appears, enclosed by mountains, many of which, at this distance, are of a deep blue. The side of French Mountain is near at hand on the east, covered with thick trees to the summit ; while the smoothness of the lake, the beauty of its nearest shore, with the neat white buildings of Caldwell, communicate to the scene a degree of beauty and seclusion, which can hardly be found in any other spot. Directly at the south end of Lake George, are the remains of Forts George and William Henry, famous in the history of the French war ; and on the site of the former was General Johnson's camp, when he was attacked by Dieskau. The particulars of the action will be given hereafter.

CALDWELL.

The village of Caldwell is the place at which the visiter will stop to take a view of this charming lake, and from which he will make his excursions across its





beautiful waters. The village stands at the south end of the lake, and on its shore, commanding a fine view of the neighbouring sheet of water and the mountains by which it is almost enclosed. The inn to which strangers resort, occupies a spot peculiarly fitted to gratify the eye of taste, as it overlooks the lake for several miles, and the view is not interrupted by any neighbouring obstacle. A more delightful place can hardly be found in the United States, for the temporary residence of one who takes delight in scenery of this description, and loves to recur to deeds long past, and to exploits great in themselves and important in their results even to the present day.

Lake George is 34 miles long, and its greatest breadth 4. At the south end it is only about one mile broad. The greatest depth is sixty fathoms. The water is remarkable for its purity—a fish or a stone may be seen at the depth of 20 or 30 feet. It is undoubtedly supplied by springs from below, as the water is coldest near the bottom. It contains trout, bass, and perch. There are deer in the neighbouring forest. The outlet which leads to Lake Champlain contains three large falls and rapids. The lake never rises more than two feet.

The three best points of view are at Fort George, a place north of Shelving Rock, 14 miles, and another at Sabbath Day Point, 21 miles from the head of the lake. The last view is taken southward, the other two northward.

This beautiful basin, with its pure crystal water, is bounded by two ranges of mountains, which, in some places rising with a bold and hasty ascent from the water, and in others descending with a graceful sweep from a great height to a broad and level margin, furnish it with a charming variety of scenery, which every change of weather, as well as every change of position, presents in new and countless beauties. The intermixture of cultivation with the wild scenes of nature is extremely agreeable ; and

the undulating surface of the well-tilled farm is often contrasted with the deep shade of the native forest, and the naked, weather-beaten cliffs, where no vegetation can dwell.

The situation of the hotel is delightful, surpassing that of almost every other to be found in this part of the country. The traveller may hereafter take pleasure in comparing the scene enjoyed from his window, with those he may witness from the walls of Quebec, Masonic Hall at Montreal, and Forsyth's at Niagara. The house is very large, having been increased within a year or two by the addition of a long wing, three stories high, so that it is now capable of furnishing lodgings for one hundred persons, and the apartments are so arranged, that half of them look out upon the lake. A green and handsome slope descends about 200 yards to the very margin, where there is no obstruction but a few trees and scattering buildings. There is the wharf, at which the steamboat receives and lands her passengers, often adding much variety to the place by an addition of company. The discharge of the signal gun makes fine echoes among the mountains in a clear night.

The lake is here about three-quarters of a mile wide, and the range of mountains opposite, which are high and uninterrupted, are quite uncultivated, with the exception of a few farms near the shore; the other parts being covered with trees almost to the water.

On the right is seen the south end of the lake, which is formed of low land for some distance back, succeeded by French Mountain in the rear. On a little point, half covered with trees, and rising only about 25 feet above the water, is the site of Fort William Henry; and about a mile towards the south-east from it, on a considerable elevation, are the ruins of Fort George. For the history of these once important little fortresses. see page 170.

EXCURSIONS ON THE LAKE, FISHING, &c.

Boats are kept at the wharf to convey passengers to any part of the neighbouring shores and islands. Fine perch, or black bass, (*Perca Franklinia*), are caught in abundance almost every where ; and trout, at the mouth of a small stream near the south end. Fishing rods and tackle may be obtained at the hotel ; and a variety of other fish are to be found.

Diamond Island is a few miles down the lake, and is famous for abounding in crystals of quartz, which are found in a loose rock by digging a little under the surface. They are found, however, in equal numbers in several of the other islands ; and it is, after all, the easier way to purchase them, and not to permit the labour of searching for them to interfere with the pleasure of the excursion, particularly as that labour is often ineffectual. A poor family lived on Diamond Island, subsisting partly on a small spot of tilled land, and partly on the produce of the crystals sold to visitors.

Tea Island, about 2 miles down the lake, is another favourite retreat. The little bay in which the boats land is remarkably retired and beautiful, and there is an old hut standing which affords something of a shelter.

Long Island contains about 100 acres, and has been inhabited and cultivated. Besides these, there are many other islands on the neighbouring parts of the lake ; and those who are fond of such excursions would be highly delighted with devoting several days to visit them. The finest cluster is in the Narrows, about 12 miles distant. These will be spoken of hereafter.

One steamboat usually goes three times a week to the north end of the lake ; but is always ready to per-

form that excursion, and will take a party of twenty or more for \$1 each.

West of the village is a remarkable conical eminence, called *Rattlesnakes' Cobble*, or *Prospect Hill*. This, as well as the mountains beyond it, is the habitation of bears and deer, and much infested with rattlesnakes. The view from the top is very fine. It is the place from which Hawk-eye, in the "Last of the Mohicans," leads his companions into Fort William Henry through the mist.

The French Approaches. The village of Caldwell is of recent date. In the French war, during the siege of Fort William Henry, the ground which it now occupies was crossed by the trenches and batteries with which Montcalm finally succeeded in forcing the capitulation of that little fortress.

The place where he landed with his army is the little cove just behind the new stone building, a few steps north of the hotel. He erected his battery near the shore, and ran his first trench across the street into the fields in front of the hotel. The remains may still be traced, as well as the marks of a small mortar battery, near the bars of a fence leading to a small house. Another line runs to the bank of the lake, on this side of the brook, where was also a battery; and another borders the swamp to the right, and another turns southward along the high ground. Behind this, in a pine wood, are the graves of about 1000 French soldiers, who died in the fort.

BATTLE OF LAKE GEORGE.

In 1755, the year after the commencement of the *French War*, 3000 men were sent out from France to Quebec, for the purpose of taking Oswego Fort. This was situated at the mouth of the Oswego or Onondago River, and on the shore of Lake Ontario. The position derived its consequence from circumstances which no longer exist: the Indian trade from up the

Lakes, the facility of communication with the Five Nations through that place, and the peculiar nature of the shores of Lake Ontario, which would not permit navigation (by canoes) on the other side. There the two great branches of Indian trade concentrated ; and the nation which held possession of the point necessarily swayed a great influence over the Indians themselves : an advantage frequently of still greater importance to the country. Oswego Fort naturally became an object both to the French and the English at that time, and it formed a prominent figure in the history of the war. The English being in possession of that little fortress at the commencement of hostilities, its defence might doubtless have been easily secured, had their operations been conducted with common prudence and energy. Unfortunately, they were conducted in a very different manner ; and whoever would see a clear and able history of the first English expeditions in that war, and of the political party spirit which then ruled in this country and rendered them worse than ineffectual, is referred to "*A Letter to a Lord,*" written soon after.

In 1755, Gen. Johnson, (afterward Sir William,) marched to the south end of Lake George with a considerable number of men, joined by the famous Capt. Hendrick, with many Indians of the Five Nations, intending to take Fort Frederick, now Crown Point. Gen. Dieskau was sent to oppose him, with 3000 men, principally taken from a body of French troops sent out to Quebec, 600 of whom had fallen into the hands of Admiral Boscawen at sea. Dieskau had first designed to besiege Fort Oswego. At Fort Frederick, or Crown Point, he remained some time, and then determined to go and meet the English. He therefore went up the South Bay. where, learning the situation of Fort Lyman (now Fort Edward,) he wished to attack it and cut off the retreat of Gen. Johnson. The Indians and Canadians, however, were in dread of the

cannon with which it was supposed to be defended, and he was obliged to march against Johnson.

Sunday, Sept. 7th, at midnight, a scout brought Johnson intelligence that Dieskau was coming. 1200 men were sent out in the morning, under the command of Col. Ephraim Williams, who met them at Rocky Brook, drawn up in a semicircle, into which the English entered before they knew it. A heavy fire from three sides first showed them the position of their enemies. The English stood their ground valiantly ; but Col. Williams and Hendrick being both shot down, together with many others, they were obliged to begin their retreat, which was conducted by Col. Whiting with the greatest coolness and success.

The centre of the English army was posted on the hill where the ruins of Fort George now are ; and the French were discovered by them at half past 11. Dieskau halted at the sight of his enemies, probably entertaining some mistaken idea of the strength of their position, and gave them time to recover from their panic. The ground on both sides of the English camp was marshy and covered with trees, and Dieskau sent his Indians out on the right flank and the Canadians on the left, to surround them. Col. Pomeroy, however, soon put the former to flight with a few cannon shots. Dieskau then brought up his troops in front, and made them fire by platoons, but with very little effect. Gen. Johnson (happily for his own troops) was slightly wounded in the thigh, and had to walk back to his tent, leaving the command with Gen. Lyman. He directed the defence for five hours, aided by Capt. Eyre's artillery ; when the French turned upon the English right, which consisted of Ruggles's, Pomeroy's, and Pittecomb's regiments, and extended from the road to where Fort William Henry was afterward built. Here they fought an hour, but the English and Indians charging them, they took to flight and many were killed. Gen. Dieskau himself

was found leaning against a stump wounded—a soldier approaching saw him put his hand to his waist, to take out his watch, which he intended to offer to him, and supposing he was drawing a pistol, shot him through the thigh. He was carried to the fort by eight men in a blanket, and it is said deterred Johnson from ordering a pursuit, by saying he had a strong force near at hand. Gen. Lyman urged to follow up their victory; but that was probably a sufficient reason for its being refused by a superior officer, who looked upon his great talents with jealousy, and, in spite of the advantage the country had derived from his services, at a time when they were peculiarly valuable, did not even mention the name of Gen. Lyman in his account of the battle!—Johnson was made a Baronet, and Lyman lingered out a few years in poverty and disappointment, and died without receiving even the notice of the British government.

The English are said to have lost only 216 in killed and 96 wounded. Gen. Dieskau estimated his own loss at 1000—the English called it much less. The principal were a major-general, and M. de St. Pierre, the commander of the Indians. The French lost their baggage during the action, left two miles in their rear, it being attacked by Captains Folsom and McGinnies with about 100 New-York troops; who then lay in wait for the retreating French, and killed great numbers of them.

Gen. Johnson might have taken Crown Point; but he delayed it so long, that the French advanced to Ticonderoga and there fortified themselves securely.

THE CAPTURE AND MASSACRE OF FORT WILLIAM HENRY.

So different was the state of the country sixty years ago, and so much in its infancy was the art of war in these wild regions, that a small work of earth thrown up on this site, and called Fort William Henry, was

regarded as a fortress of considerable strength and consequence.

In 1757, the Earl of Loudon, British Commander-in-Chief in America, made an unsuccessful attempt by sea against Louisburg; and before his return to New-York in August. the French from Ticonderoga, under the Marquis de Montcalm, had made three attacks on Fort William Henry. On the 1st of August they set out again, and landed at Frenchman's Point. On the evening of the 2d, they crossed to the west side of Lake George, within two miles of the Fort, and the next morning sent in their summons. Col. Monroe defended himself resolutely for six days, hoping relief from Gen. Webb and his 6000 men at Fort Edward; but having waited in vain, and burst ten of his largest cannon, he was obliged to surrender, and marched out with the honours of war and an assurance of being protected from the Indians in Montcalm's army.

He had gone but a little way, however, when the savages fell upon his troops and butchered about 1500, men, women, and children.

Gen. Webb's conduct was most inhuman. The provincial troops were kept under arms for one whole day after the news of the siege arrived at Fort Edward, and Sir William Johnson was very desirous to march with them to its relief; but Webb ordered them back to their quarters, and sent a messenger to Col. Monroe advising him to surrender.

ATTACK ON FORT TICONDEROGA.

The south end of Lake George was the scene of a splendid embarkation on the 4th of July of the following year [1758], when 10,000 provincial troops, and 6 or 7000 regulars assembled at this place to proceed against Ticonderoga.* 1035 boats were drawn up to

* Lord Howe, who accompanied this expedition, was a young nobleman of amiable disposition and the most prepossessing manners, and was almost idolized by the army, as well as admired and loved by the country.

the shore one clear delightful summer morning, and were speedily filled with this powerful army, excepting only a small body left with the baggage. Success was confidently expected, and the appearance of the train was more like that of a triumphant return from war. The boats were decorated with gaudy streamers, and the oars moved to martial music. The traveller will follow their route in the steamboat, for which see below.

They landed at the north end of the lake on the following morning, and were ordered to march on in four columns. The obstructions of the forest however soon broke their ranks; when Lord Howe, with his centre column, falling in with the enemy's advance guard, who were on their retreat and bewildered, was attacked with a sudden war whoop and immediately killed. The provincials were accustomed to the woods, and drove back their enemies, killing about 300, and taking 148 prisoners, and all returned to the landing. In the morning, Col. Bradstreet took possession of the mill at the great falls on the river, and the army were soon brought up to the French lines, which were thrown up across the isthmus and not finished. This intrenchment is still to be seen in tolerable preservation. It had two redoubts and a deep abattis, and is said to have been 8 or 9 feet high, though that seems improbable. The attack was vigorous, and the defence obstinate. The battle continued four hours, during which the English were repulsed three times. The Highland regiment distinguished itself, and suffered severely. The English loss, in all, was 1944, principally regulars; the French very trifling, although they are said not to have imagined the defence possible. Their force is differently rated from 1200 to 6000. Notwithstanding his superiority of force, Abercrombie shamefully ordered a retreat; and thus terminated the operations of the year.

VOYAGE DOWN LAKE GEORGE.

Leaving Caldwell, and passing Mr. Caldwell's house at a quarter of a mile, the steamboat passes Tea Island, Diamond, Long, and other islands, particularly the Two Sisters; and then the lake becomes wider, and the surface more uninterrupted, the course of the boat being directly towards a remarkable eminence, with a double summit, called *Tongue Mountain*. That which partly shuts it in from this direction on the right, is *Shelving Rock*; and *Black Mountain* shows its rounded summit beyond it, a little to the right. This last is supposed to be about 2200 feet high, and is considered the highest mountain on the lake.

Twelve Mile Island appears to be at the foot of *Tongue Mountain*, and is seen just ahead for a great distance after leaving Caldwell. It is of a singularly rounded form, covered with trees, with the utmost regularity, and protected from the washing of the waves by a range of large stones along the shore, so well disposed as to seem like a work of art.

A rich and cultivated slope is seen on the western shore, before reaching *Tongue Mountain*, which belongs to a new township.

THE NARROWS.

The lake is very much contracted where it passes between the mountains just mentioned, and their surface is for several miles broken by innumerable islands. These are of various sizes, but generally very small, and of little elevation. A few of them are named, as *Green*, *Bass*, *Lone-tree* islands. Some of them are covered with trees, others with shrubs, some show little lawns or spots of grass, heaps of barren rocks, or gently sloping shores; and most of them are ornamented with graceful pines, hemlocks, and other tall trees, collected in groups, or standing alone, and dis-

posed with most charming variety. Sometimes an island will be observed just large enough to support a few fine trees, or perhaps a single one, while the next may appear like a solid mass of bushes and wild flowers; near at hand, perhaps, is a third, with a dark grove of pines, and a decaying old trunk in front of it; and thus, through every interval between the islands as you pass along, another and another labyrinth is opened to view, among little isolated spots of ground, divided by narrow channels, from which it seems impossible for a person who should have entered them, ever to find his way out. Some of the islands look almost like ships with their masts; and many have an air of lightness as if they were sailing upon the lake.

After passing the Narrows, the lake widens again, and the retrospect is, for several miles, through that passage, with Tongue Mountain on the west, and Black Mountain opposite, the Luzerne range appearing at a great distance between them. The mountains in view have generally rounded summits; but the sides are in many places broken by precipitous ledges. They are inhabited by wolves, deer, rattlesnakes, &c.

Sabbath Day Point.—This is a low neck of land, stretching into the lake from the Western shore, and containing the little village of Hague. That on the opposite shore is Putnam.

On Sabbath Day Point, Lord Amherst, with his numerous host, stopped for refreshment upon the morning of the Sabbath, and gave this beautiful point the name by which it is now known: it is a charming spot, and susceptible of the greatest embellishment.

ROGERS' ROCK AND ANTHONY'S NOSE.

These are two mountains at which the lake again contracts itself to pass between them. The shores of the lake still continue elevated, and but a few cultivated farms are distinguishable here and there. Anthony's Nose presents a precipice on the eastern shore.

as we enter the strait ; and the firing of a gun produces a fine echo. *Rogers' Rock*, or *Rogers' Slide* is a still more formidable one, on the other hand, a little further on. The last retrospect up the lake is still very fine, even from this point—Black Mountain being yet clearly to be seen.

Rogers' Slide has its name from Capt. Rogers, a partisan officer, who distinguished himself in the French war by his boldness, activity, and success. He commanded an expedition which left Crown Point in the year 1756, against the Canadian frontiers, and cut off the Indian village of St. Francis, afterward returning, with the severest hardships, by the way of Connecticut river. Tradition says, that he was, at another time, closely pursued by a party of Indians, and forced to retreat to the verge of this mountain. Finding no other way to escape, he descended half down by the ravine which opens towards the south, and then by a sudden turn came to the east side, where is a precipice about two hundred feet high of smooth rock, and nearly perpendicular, down which which he slipped upon his snow shoes to the lake, escaping upon the ice. The water is deep at the bottom, and fine trout are caught there with a long line.

The lake here assumes the appearance of a narrow pond for three or four miles, and seems closed at both ends. The ground is still elevated on both sides, but hills have succeeded to mountains, and some of these are at length overtopped by Black Mountain, which although at such a distance, at length makes its appearance again, and continues in sight. The lake at length diminishes to a very narrow stream, and the bottom becomes gradually covered with weeds.

Lord Howe's Landing is just behind an island of three acres, on the left-hand at the entrance of the creek. Here is the spot where the unfortunate expedition of Abercrombie effected their landing, and on the island they established their hospital, on their way to the attack of Ticonderoga.





The River of the North

The steamboat passes on some distance beyond this place, and lands her passengers on the other side, where, at her regular voyages, carriages are found waiting to convey them to Ticonderoga, three miles, over a rough road.

Those who intend to take a steamboat on Lake Champlain, should be careful to inquire the hour when it passes, and regulate their time accordingly. Ticonderoga has become one of the stopping places, which will prove a great convenience to the numerous travellers attracted to this interesting spot.

Abercrombie's army passed for some part of the way long the route we travel. Passing the Upper Falls, which are the highest, he forded the creek above the second. At the Falls near the bridge which we cross, just above the sawmills, was a stone blockhouse; and there was a redoubt on the north side of the stream near the bridge, where, as in several other places, there was some fighting to carry the French outposts.

At the Upper Falls are several valuable sawmills and forges, and the scenery is highly picturesque.

THE FORTRESS OF TICONDEROGA.

This famous old fortress, or rather its remains, are distinctly seen from Lake Champlain, though, from the direction by which we approach it, they are discovered only at a short distance. An elevated piece of land, gently sloping towards the south, and ending abruptly over a bend of the lake, appears, partially covered with trees, and crowned near its extremity with a cluster of broken walls and chimneys. There is a meadow on the eastern side, running to the base of the ridge, and across this is a footpath from the ferry to the fort by the nearest way. A carriage road also leads from the ferry to the ridge, and thence down to the same place.

THE OLD FRENCH LINES,

where General Abercrombie was defeated in 1758, are the only part of the fortification which was ever the scene of a battle. They commenced on the east side, at a battery of heavy cannon on the shore, about a quarter of a mile south of the ferry. The remains of the breastwork can yet be seen. The lines were drawn in a zig-zag; first stretching off to the right, along the side of marshy ground to a cluster of bushes where was a battery; and then to the left to the verge of a wood, where was another.

Their course may be distinctly traced in this manner, across the ridge of land at its highest elevation, over to the brow of a steep bank looking towards the outlet of Lake George. The ground is so high on the top of this ridge, that it must have been a commanding position when clear of trees. The woods that now so much interrupt the sight, have grown since the evacuation of the fortress, after the revolutionary war.

There is a fine *spring* of water near the western part of the French lines, where a bloody engagement occurred between two hostile parties during the battle. Bodies of men have been dug up hereabouts within a few years, and shot were formerly very frequently found in old timber.

Mount Hope is a hill about a mile north from this place. It was occupied by General Burgoyne's British line, which formed the right wing on his approach to Ticonderoga, on the 2d of June, 1777.

In proceeding from the French lines south towards the fortress, by a gentle descent, the surface of the ground appears to have been in some places smoothed in former times by the plough, and by the removal and cutting away of rocks, to render it convenient for the evolutions of troops, and the use of artillery. A close observer will also remark that he passes the remains

of several distinct lines of small redoubts, placed at equal distances, and ranged in the form of a quincunx. These were intended to embarrass still further the approach to the fortress, which assumes the air of a more important work as you approach it.

There are two old intrenchments, 270 and 150 yards from the fortress; and then comes the edge of the outer ditch or counterscarp, where there was a row of palisadoes. Five steps more bring you to the walled side of the ditch, which is still eight feet deep in some places, and therefore impassable except where it has been partly filled up. Its breadth is generally about 8 or 9 yards, and the wall of the fortress on the other side in some places 20 or 25 feet high.

The fortress is of an angular form, and embraces a large tract of ground, being divided into parts by deep ditches, which were defended by cannon and musketry, and added very much to the security of the place. The communication between these different parts was kept up by stone staircases, placed in convenient positions of the angles, all so calculated as to make the descent into the ditches and the ascent circuitous and intricate, and open to the cannon and small arms. A glance at some of those that remain will show the plan. The walls were originally much higher than at present, being raised by superstructures of logs filled in with earth, to such a height as to protect the barracks.

The *Barracks* formed an oblong, and the walls still remain of all except those on the eastern side; their form is plainly distinguishable. The parade, which they include, appears to have been formerly carefully smoothed. This area is about $52\frac{1}{2}$ yards long, and 8 in breadth. The barracks, &c., the walls of which remain on the north, south, and west sides, are built of the rough blue limestone, of which the neighbouring rocks are formed, two stories high; and these, with the chimneys, several of which are standing, are the principal objects seen from a distance. By the southern entrance, Ethan Allen entered with his 83

raw soldiers, when he surprised the fortress on the 18th May, 1775; and on reaching the court yard and calling on the commander to surrender, the British officer, Capt. Deplace, made his appearance at a window and submitted, delivering up 3 officers and 44 rank and file. In consequence of this coup de main, this important place was in the hands of the Americans until the arrival of Burgoyne, in 1777.

The battlements of Ticonderoga first bore the flag of independence. This circumstance should of itself render this ruin, so fine in other associations, interesting to the traveller.

At each corner was a bastion or a demi-bastion; and under that in the north-eastern one is a subterranean apartment, the access to which is through a small entrance near that corner of the court yard. It communicates with two magazines at the further end: that on the left, which is the larger, being 19 or 20 feet long. The room is also arched, measures about 35 feet in length, 21 in breadth, and 10 or 11 in height, and like the magazines was bomb proof. The cellars south of this, which belonged to the demolished buildings, and are almost filled up, have a room or two with fireplaces still distinguishable.

THE GRENADIERS' BATTERY.

This important outwork is situated on a rocky point towards the east from the main fortress. They were connected by a covered way, the traces of which are distinctly visible. It was surrounded by a wall faced with stone, with five sides, one of which measures about 180 feet; but that towards the lake has been undermined by time, and slipped down the bank. The remaining parts are nearly entire, and about 10 feet high.

Still in advance of the Grenadiers' Battery is a small work of earth, which might have contained five or six guns: while in front of it, and on the extreme point,

Two or three more guns appear to have been placed between the rocks, to fire down upon the water, about 10 feet below. A little further east, and under the bank, is an old stone house, formerly a store belonging to the fort, and now occupied by the tenant of Mr. Pell, the proprietor of the whole peninsula of Ticonderoga. On a spot formerly occupied as the *King's Garden*, Mr. P. has a fine garden, abounding in the choicest fruits imported from Europe, and transported from the celebrated nurseries of Long Island. If it is the intention of the traveller to cross the lake, to the neighbouring Vermont shore, where are still some slight remains of Burgoyne's intrenchments, he will be much pleased with a walk across the meadows to the upper ferry, a distance of about three-quarters of a mile.

Between the Grenadiers' Battery and the fortress, the shore retains traces of many little terraces, breast-works, and buildings, such as were probably workshops, barracks, stores, &c.

The great mountain, which rises dark and abruptly from the opposite shore, is

Mount Defiance, about 800 feet high, on the summit of which Gen. Burgoyne's troops showed themselves in the morning of July 4th, 1777, with a battery of heavy cannon, which they had drawn up along the ridge by night, and planted in that commanding position, whence they could count the men in the fort. The distance to the summit in a straight line is about a mile, so that the defence of Ticonderoga would have been impossible; and on the firing of a few shots by the British upon a vessel in the lake, which proved the range of their guns, the Americans made preparations to evacuate the place, and effected their retreat to the opposite shore during the night.

The ascent of Mount Defiance is laborious, but the view is extremely fine from its summit. There are the remains of Burgoyne's battery, with holes drilled in the rocks for blasting, and the marks of a large blockhouse.

Mount Independence is a hill of comparatively small elevation east of Mount Defiance, and separated from it by the lake, which has here reduced its size to that of a small river. On a bank, just above the water, are the remains of a zig-zag battery for about 40 or 50 guns, running across a little cornfield behind a house, and making five or six angles. The Horseshoe Battery is traceable on an elevation about a quarter of a mile in the rear. A bridge once connected Ticonderoga with Mount Defiance, the buttresses of which are remaining, to the great annoyance of the navigators of the lake; the steamboat passes to the south of them. On the west shore (near the stone storehouse), Arnold, when pursued by the British, caused his flotilla to be run on shore. These hulks remain almost as sound as when first stranded. A forty-two pounder is said to have ranged from the Horseshoe over this channel (now marked by a buoy) and the fortress.

After the Revolutionary war about 500 cannon were lying about the fortress, lines, &c. many of them as left by the English with their trunnions knocked off.

The mountainous region on the west side of the lake abounds with deer, and considerable numbers are killed every season.

THE PASSAGE FROM TICONDEROGA DOWN LAKE CHAMPLAIN

is very pleasant, abounding, the greater part of the way to Canada, with fine natural scenes.

The improvements produced in the country enclosing Lake Champlain, by the establishment of steamboats and the opening of the Northern Canal, have been very great. The produce formerly sent southward was necessarily subject to heavy expenses of transportation; while the merchandise brought in return was liable to delay, uncertainty, injuries by land carriage, and exposure to the weather and to pilferers.

which are obviated, and these circumstances, it is well known, produce powerful effects. The towns on the lake, five or six years ago, were ill supplied with merchandise, which is now found in abundance and cheap. Some of them have more than doubled their size since 1822, and numerous villages have sprung up into activity and thrift from almost nothing. New roads have also been made into the interior, and mills have been erected on the tributary streams for cutting up the supplies of valuable timber in the forests. In the two townships of Crown Point and Moriah, there are about 30 lumber mills, which will be able to furnish a million of pieces of timber. They contain also vast beds of iron ore, for which forges and furnaces have been erected. The iron region lies between the lake and the north-eastern branch of the Hudson, which heads 6 miles west of it.

At Swanton, Vt., are quarries of dove-coloured and black marble, where 300 saws are kept at work. It is carried to New-York in considerable quantities.

Great numbers of small schooners navigate the waters of Lake Champlain, and within a few years numerous canal boats, some of them fitted with masts for schooners for sailing. Annesley's mode of building vessels has lately been adopted here to some extent, in which timbers are discarded, and hulls formed of inch boards running in several thicknesses, and in cross directions.

Only about 20 vessels sailed on this lake before the canal was opened to the Hudson. In 1827 there were 218 owned in the limits of the United States, with an amount of tonnage of about 12,000. Lake vessels and boats were employed on the canal every year to the number of about 375.

Five Mile Point was the landing place of Gen. Burgoyne's expedition, as already mentioned. Mountains appear in the west and north-west, with occasional intervals all the way up to Crown Point ; while in the north is a lofty and imposing range, with two or three

peaks almost bald from the height of their elevation. Summits multiply as we proceed, and distant mountains arise also in the north-east; while Mount Defiance and other eminences towards the south bound the view in that direction. There are scattering farms and houses on both shores.

There are many fish caught in some parts of the lake. The shores are in this part strewn with the fragments of blue limestone rock with organic remains. The immediate shores are generally low all the way to Crown Point, where the lake suddenly turns to the west at a right angle, and at the distance of a mile as suddenly to the north again. A low stretch of land, covered with a young forest on the left, conceals the approach to this ancient fortress, which, for position as well as appearance and history, may be called the twin sister of Ticonderoga.

Chimney Point, where the steamboat often receives and lands passengers, is on the north side of the lake, with a large public house in a pleasant situation; and here is the place to stop, if the traveller intends to visit Crown Point, which is opposite, across a ferry $\frac{3}{4}$ of a mile.

A ferry boat will take the traveller over to Crown Point at any hour, but the steamboat proceeds immediately.

THE FORTRESS OF CROWN POINT.

There are several old works thrown up along the shore, with little bays between them. The easternmost is called the Grenadiers' Battery, the middle one is the original old French fort of 1731, and now encloses a garden; and that further west is an outwork to a bastion of the fortress.

The fortress is situated about a quarter of a mile back from the shore, and appears much like Ticonderoga from a distance, showing the walls and chimneys of the old barracks, and walls of earth surrounding

them. In regard to its plan, however, it is materially different. The fortress of Crown Point was a star work, being in the form of a pentagon, with bastions at the angles, and a strong redoubt at the distance of 250 or 300 yards in advance of each of them. The fortress is surrounded by a ditch walled in with stone, except where it has been blasted into the solid rock of blue limestone, (as is the case in many parts, from five to twenty-five feet,) and even into the quartz rock which underlays it. Univalve shells are found in the limestone rock, frequently four inches in diameter. The walls are about 20 or 25 feet high, and there is a convenient path running entirely round upon the top, interrupted only by the gates at the north and south sides. Although much shaded by tall sumacs, some fine views are enjoyed in making the circuit, which is not far short of half a mile. It was built in 1756.

Opposite the north gate is a small ledge of rocks; and close by, the remains of a covered or subterraneous way to the lake shore. On entering the fortress, the stranger finds himself in a level, spacious area, bounded on the left, and in front, by long ruinous buildings of stone, two stories high, and the first 220 feet long, while the ruins of similar ones are seen on two sides on the right. This parade is about 500 feet in length. The place was surprised by Col. Warner in 1775.

The view from the walls towards the north is very fine: looking down the lake, which widens at the distance of two or three miles, you have Chimney Point on the right, and two other Points projecting beyond the distant peak, called *Camel's Hump*. A range of mountains on the western shore, beginning at the distance of 18 miles, including *Bald Peak*, gradually approach till they form a near and bold boundary to the lake on the left, scattered with cleared farms and houses, and then stretching away to the south, terminate in the mountains behind. This elevation, although it seems almost as well calculated to com-

mand Crown Point as Mount Defiance does 'Ticonderoga, is not less than four miles distant.

Every thing about this old fortress bears the marks of ruin. Two magazines were blown up; the timbers in the south barracks are burnt black; a portion of the shingled roof which remains serves to cover a little hay mow and the nests of robins; while some of the entrances and other parts are fenced up for a sheep fold. The ground around it is much covered with fragments of blasted rocks, and, particularly at the south, with the ruins of old buildings. The trees which are seen have grown since the evacuation of the place; and on one of the angles is an inscription of the date of the fortress.

In 1776, the British had a fleet on Lake Champlain, composed of the following vessels: ship *Inflexible*, Capt. Pringle, carrying 18 twelve-pounders; two schooners, one with 14, the other with 12 six-pounders; a flat-bottomed radeau with 6 twenty-fours and 6 twelves; and 20 small craft, each carrying a gun from nine to twenty-four pounders, and several long-boats, besides boats for baggage stores, &c.

The Americans had only 2 brigs, 1 corvette, 1 sloop, 3 galleys, and 8 gondolas, the largest vessel carrying only 12 six and four-pounders. These were under the command of Arnold, who drew them up between the island of Valincourt and the western shore, where they were attacked. They fought four hours, and the British at last retreated; but while making his way towards Crown Point, Arnold was overtaken, and nearly all the squadron fled up the lake, passing this place which was evacuated. Arnold remained fighting as long as possible, and did not leave his vessel until she had taken fire.

On making a signal at the ferry to the steamboat, she will stop and send for a passenger. Proceeding down the lake, the breadth of it soon increases, and at the two islands on the right it is about $1\frac{1}{2}$ miles across. A little further is

Put-in-Bay, on the eastern shore, with an island of the same name. A little north of this is a small island on the right, with three bushes on it, which has hence obtained the name of the *Scotch Bonnet*. Looking south the lake presents a fine expanse, extending almost to Crown Point, with Bald Peak conspicuous on the right.

Basin Harbour is a stopping place. It is very small, with room for only 3 or 4 vessels. At a great distance in the N. E. is seen the Camel's Hump: further north a high mountain in Halifax, Vt.

Sloop Island, 17 miles from Burlington, is low in the middle, and contains several trees, which look not unlike masts. It was mistaken for a sloop in a misty day, in the Revolutionary or French war, and fired upon by a vessel, whence its name.

At *Hartford* the lake suddenly opens to the breadth of several miles, and a new scene is presented to view. On the west side is a rounded island covered with pine trees, like much of the shore previously seen, and separated from the mainland only by a narrow rent of about fifteen feet. Apparently just within this aperture is a rude arch of rock, like the remains of an ancient bridge. A beautiful bay makes up behind the island, of which a glimpse is caught in passing; and a little further north it opens beautifully to view, with a smooth declining shore cultivated for several miles; while a blue range of the Alleghanies rises behind them, like the Catskill Mountains seen from the city of Hudson.

On the eastern side, the Green Mountains tower at a distance over the wild, uncultivated shore, till a cluster of white buildings is discovered forming the little village of Charlotte or M'Neil's Ferry, which is backed by a few fields and orchards. Further north the shores are rocky, and rise abruptly from the water.

BURLINGTON,

75 miles from Whitehall.

This is the largest town on Lake Champlain, and is situated in a commanding as well as a delightful position. The lake suddenly widens as you approach it from the south, and a fine semicircular bay puts up to it from the west, surrounded by a crescent of high ground, under the shelter of which the town is situated. The view from the top of the hills is truly admirable; embracing in the foreground the elegant gardens of some of the wealthier inhabitants, with the streets of Burlington below, the curving form of the bay, the whole breadth of the lake, here ten miles across, and a noble chain of distant blue mountains on the opposite side. The college has been rebuilt. The road to Windsor by *the Gulf* is very good and interesting.

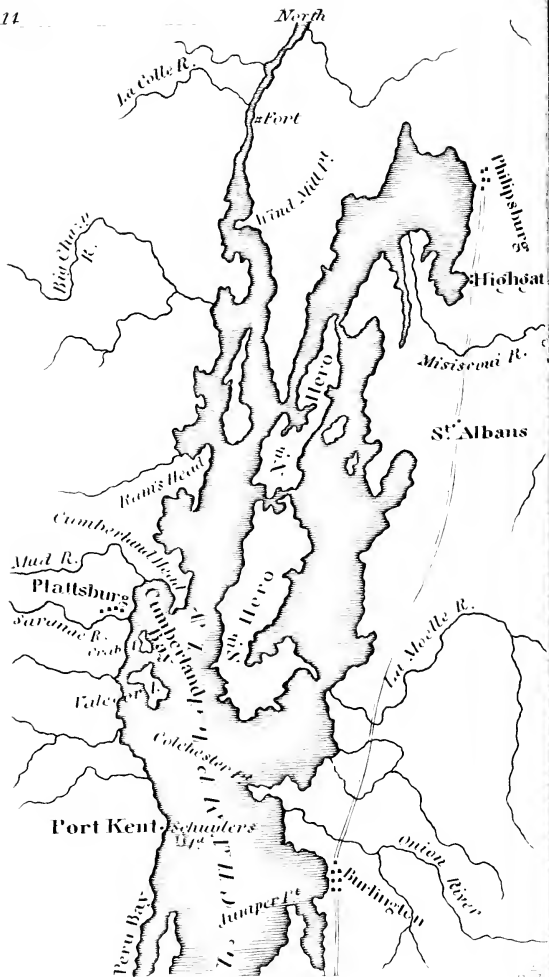
The road to Montreal passes Swanton, St. Alban's, &c. The lake is occasionally in sight; and for a distance of six miles, round the head of Missisquoi Bay, the road runs along the shore. At that place vast quantities of lumber are annually collected.

There has lately been established here a glass-house, on a large scale.

PORT KENT, *10 miles,*

is a small village on the western shore, 16 miles from Burlington. It was begun to be built in 1824, to serve as a port to the iron works established a little back in the country, where there is a vast quantity of ore. About 2000 tons of iron ore are annually made at Essex and Clinton; and 5000 or 6000 tons might be furnished. It contains two large stores, a wharf, &c.

A railway has been contemplated from this place to Clintonville on the Sable river, where are extensive mines of iron. The land is favourable, and the whole



work, 15 miles, would probably cost only \$45,000. In 1827, not less than \$20,000 were paid for the transportation of the article to Lake Champlain.

The opening of the state road, already authorized by the Legislature, from the Lake to Hopkinton, St. Lawrence Co. will introduce great activity into that district. Inexhaustible beds of iron ore will be wrought near this route.

PLATTSBURGH, 3 miles.

This is a town of considerable importance, situated on the banks of a small river called the Saranac, and just behind the high and steep bank of the lake, on which is a line of forts erected for the defence of the place. The town commands a fine view. There are some remarkable *Waterfalls* on the Saranac.

Plattsburgh was the scene of a land and naval battle during the late war with Great Britain.

THE BATTLE OF PLATTSBURGH.

While Gen. Macomb was stationed at Plattsburgh, Sir George Prevost came from Canada with an army, and occupying the village, stood ready to attack the American troops, who were in position on the elevated ground, between the east bank of the Saranac and the precipitous shore of the lake, where a number of forts, &c. are still to be seen. Com. M'Donough was at that time on the lake with the American squadron; and hearing of the approach of Capt. Downie with the British ships, extended his line between Hospital Island and Cumberland Head, where he received and fought the enemy, with such success as to capture all his vessels. The action continued 2 hours and 20 minutes, and was performed in full sight of the armies. Capt. Downie's ship, the *Confiance*, had 105 shot in her hull, and the *Saratoga* 59, and was twice on fire. This battle caused the retreat of Prevost, and relieved that part of the country from being overrun.

McDonough's Farm lies on that part of Cumberland Head which is opposite the scene of his battle, and consists of 200 acres. It was presented to him by the legislature of Vermont,* in gratitude for his victory.

CHAZY, 15 miles.

ROUSE'S POINT, 12 miles.

There is a village by this name, on the western side ; and a mile beyond it,

The *Fort*, which is a kind of large castle, built of hewn stone, with perpendicular walls, and three tiers of embrasures. It stands at the end of a low point, and was built to command the passage of the lake during the last war. On running the line of the United States and Canada, the commissioners at first fixed the boundary a little south of this place, so as to bring the fort within the limits of the latter ; but in consequence of the line agreed on by the treaty coming too near Quebec, it was determined that an arrangement should be made for the benefit of both parties ; and the boundary has been left in its former place. An opening through the woods, like a road, marks the place, about half a mile north of the fort.

A committee of Congress has proposed to the United States, to purchase land here, and open a canal to St. Regis, on the St. Lawrence. The lowest summit level on American ground, would be 960 feet above Lake Champlain.

The country hereabouts is very uninteresting : for

* *St. Alban's.* At St. Alban's, in Vermont, an extensive "slide," or avalanche, occurred on the 4th of July, 1827, of almost unprecedented extent. It began on the north-west side of Mansfield Mountain near the top, which is 4,279 feet above tide water. It was from 20 to 30 yards in breadth, and moved down 3 miles, although the greater part of the surface was gradually sloping, with the exception of a precipice of near 100 feet.

The top of the mountain (the highest in the state) overlooks a part of Canada, New-York and New-Hampshire, to the White Mountains

the level country has begun which extends far into Canada. The appearance of the banks is quite uniform; they being low, and in many places almost overflown by the waters of the lake.

ISLE AUX NOIX, 11 *miles*.

This is the English frontier post, and has been chosen with judgment; as although the ground is of hardly any elevation, it is higher than any in the neighbourhood; and the island is so situated as partly to occupy the channel, and entirely to command it.

There is a long wall and battery on the south side, with angles; beyond which are seen a large stone building, and the roofs of others on the left and right of it, forming the storehouses, &c. of the post. The channel is on the east side, and very narrow, faced for a considerable distance by another battery. Sentries are posted in different places. The ship-yard succeeds, and the officers' quarters, generally neat, one-story buildings, with little gardens tastefully laid out. Here is a landing-place in the Chinese style. A large stockaded building, which is the hospital, succeeds, with a large arch raised on the shore, bearing the royal crown. The little cabins are the soldiers' quarters, and some of them are neat, and ornamented with flowers.

The expedition against Canada, in 1775, consisted of two divisions: one of 3000 New-England and New-York soldiers, under Generals Schuyler and Montgomery, proceeded down Lake Champlain in rafts, from Ticonderoga and Crown Point, and took position at Isle aux Noix. The other, which was planned and despatched subsequently, consisted of a large body, under Gen. Arnold, and proceeded through the wilderness, in the District of Maine, for Quebec. The former division, after a little delay, proceeded to St. John's. They afterward formed at this place a chevaux-de-frieze in the river.

Beyond, the shores continue low and uninteresting, with numerous cabins of settlers near the water, the forest encroaching to within a short distance behind.

ST. JOHN'S, 10 *miles*.

Here the steamboat stops, at the head of the rapids, and at the end of navigation. Stage coaches are sometimes kept in readiness to take the passengers directly on their way to Montreal (16 miles by land, and 9 by water, on the St. Lawrence, in a steamboat). But the arrangements are sometimes different, and it has even been the custom often to spend a night in this place. The stage house, on the left-hand, about a quarter of a mile up the main street, is in some respects an excellent house.

The village presents nothing worthy of particular attention, except as the scene of some military deeds, connected with the expedition of Gen. Montgomery against this country. While the continental troops were stationed at Isle aux Noix, in 1775, Generals Montgomery and Schuyler invested the fort, which contained a garrison of 5 or 600 troops, besides 200 Canadians, and was commanded by Major Preston. The siege lasted 6 weeks, and they did not capitulate till some time after the surrender of Chambly, nor till the Americans had brought their trenches to the walls of the fort. They then obtained possession of 17 brass pieces, 22 iron, 7 mortars, with balls, bombs, &c. &c.

The Canadian money is different from that of the United States; but in consequence of the continual intercourse, the latter passes currently. Nine sous or coppers, (which are of various and sometimes curious stamps,) equal six cents. 2 sous nearly 1*d.* and 20 cents a shilling.

The pleasantest road from St. John's to Montreal, is by Chambly, and Longueil, (for which, see Index.)

Leaving St. John's for Montreal, by Laprairie. (the



Assumption

La Valtrie

S^t Sulpice

Bontenille

Contrecoeur

Point de l'Isle
Long P. St. Francis

Varennas

S^t Mark's

River St. Lawrence
Vercheres

Longueil

Beloeil
Richelieu Riv.

Mts of Chamby
highest point 1000 ft. or 2000 ft.

R. Huron

S^t Joseph

Chamby

Fort

La Prairie

Therese Isle

Dorchester

S^t John's

L'Acadie

Yamasee R.

Hutch.

stage route,) the road passes about a mile along the western shore of the River Richelieu, which sometimes takes the names of St. John's and Sorel, in consequence of its running by those towns. Several mountains are in sight, as Belœil, Boucherville, &c.

The *Rapids* may be regarded as a specimen, on a small scale, of the numerous rapids in the St. Lawrence, which will hereafter excite the interest, if not the apprehension, of the stranger. The bed of the Richelieu has a rapid descent in several places, where it comes immediately under observation, and becomes so shallow as to be passable for the flattest boats only during the floods. In the summer it is generally only a few inches deep, and the surface broken by numerous stones of all sizes, and here and there by little waterfalls near the shore. At the same time the banks are low and flat; the houses of one floor, white-washed, and built at nearly equal distances, facing the river; and, in short, the general character of a scene on the St. Lawrence, may be imagined from a view here, by making allowance for its size and fertility.

It has been proposed to make a canal to the St. Lawrence; but it is said that the channel of the St. John's might be improved, by stone walls to confine the water over these rapids. The Chambly rapids might be passed by a short canal; and the only remaining obstructions till those at the mouth are at St. Therese and Mille Roches.

The inhabitants along the road present the aspect of foreigners, in dress, countenance, manners, customs, and language. Their fashions are antique, and many of them have not been changed for ages: the men wear the Canadian jacket, cap, or hat, red sash, and moccasin of rough leather. The women work laboriously in the field, and all of them speak French, generally without knowing a word of any other language. The farms will be observed, laid out in strips of 1 or 200 acres, flat, broad, and 1, 2, or even 3 miles in length: and the system of farming is extremely bad.

as will be discovered at once, by the acres that are consigned to the useless and destructive little Canada Thistle. There is no such thing known here as the doctrine of a rotation of crops, and land is recovered to fertility by lying fallow, except that lately the use of manure has begun to be resorted to in a small degree. The horses are of a small breed, well known in the northern states by the name of the country. They are small and slow, but powerful and hardy. Many of them are driven across the line, and large horses introduced into the towns in return. The value of a common Canadian horse is about \$40; and of a good one, \$60. The land titles are extremely doubtful: no register being kept, and no security being provided by means of which the legal propriety may be certainly ascertained. The Legislature, however, have had this subject before them.

There is very little to be seen on this road to interest the traveller, except the novelty of what he observes. There is little encouragement to settlers, 12 per cent. is payable to the Seigneur, on sales of real estate, besides other heavy taxes of different descriptions. The landscape is unvarying: the inhabitants, as well as the soil, are poor; and there is nothing that deserves the name of a village. As appears from testimony received by a Committee of the British House of Commons not long since, in many cases land of exactly the same description is worth from 10 to 15 shillings an acre on the Vermont and New-York side of the line, and only 1 shilling on the Canada side. We pass a house now and then, dignified by a tall pole or mast raised in front of it, which is a singular mark of distinction conceded to officers of militia, and usually adopted by those of the lowest grades.

The people appear very happy, and have healthy countenances, inclining to round faces and thick lips. Many of them show the upper front teeth when silent; and their aspect, although oftentimes shrewd, denotes a want of education, which is the real cause of the

backward condition of society in Canada. They are all Catholics; and the churches seen here and there upon the road, are devoted to the service of the Romish church. One large church, lately built of gray stone, will be seen on the south side of the road.

It has been suggested that a railroad might be advantageously constructed from St. John's to Laprairie.

THE HALF-WAY HOUSE

is dirty and disagreeable; but the inhabitants understand English, and it is generally stopped at only a few minutes. The land is divided in some places by ditches round the farms; and there are the channels of several small streams which cross the road. One of these is passed on a bridge, just east of the stopping place.

About half a mile beyond, are some barracks built for troops, during the late war. One of the most singular traits in the domestic arrangements of the Canadians, is building the oven not only out of doors, like the Dutch, but directly over the pig sty.

The mountain from which the city of Montreal derived its name, and which rises immediately behind it, may be discovered at a great distance; and the house of Mr. M'Tavish may be perceived, like a white spot, a little distance up its side.

Some time before reaching the river, you pass an extensive common, lying on the south side of the road, and then the town of

LAPRAIRIE.

This is a large town, from which the steamboats Montreal and Edmund Henry cross several times a day, to Montreal, 9 miles. The place is built after the Canadian fashion; and very few of the inhabitants speak English. The streets are narrow, the houses low, and nothing is to be seen worthy of par-

ticular notice, excepting a nunnery and the church, both which may seem curious to persons who are not familiar with Catholic countries; though of inferior interest to those of Montreal and Quebec. The nuns possess a large tract of land, nearly in the centre of the town, which is surrounded by a high wall: and they devote their time to the care of the sick, and the education of girls.

The view of Montreal from the wharf is uninterrupted. The city is distinguished at the distance of 9 miles, by its thick mass of buildings, roofed with sheets of tin, and overtopped by church spires, shining with the same metal. Behind it rises a fine mountain, spotted with orchards; on the right, down the St. Lawrence, is the fortified island of St. Helen; and on the left, that of the Nuns, and several smaller ones at a distance, through which are seen the sheets of white foam caused by the rapids. The shores are low and perfectly flat in every direction; which, with the wide expanse of water, gives an aspect of tiresome monotony and extension to the scene. At a great distance up are seen Isle Heron and others. Uniformity will be found characteristic of almost the whole voyage to Quebec.

The current of the river will appear extremely rapid, particularly near those parts where the surface is broken by rocks; but the steamboats are supplied with engines comparatively powerful, and are able to effect the passage with facility and in safety. It is impossible for any boat to go through the current without being borne rapidly down in some places; and there is a part of the river near the middle, where the water is clear, and the rocks are easily seen on the bottom, as the boats glide on above them. In returning, the boats sometimes pass between two rocks, near the rapids, that on the east being under water. Here the river is much agitated, and sometimes throws the water on deck without any danger.

A particular description of the various objects in

Montreal, and the vicinity, will be postponed for the present ; and it is necessary here to mention only the more prominent objects which strike the eye on the approach.

A large tinned roof on the left, with a small steeple, belongs to the convent of Gray Nuns ; further back is the Recollet church ; then the French Parish church, near which is seen the Great Cathedral. The English Episcopal church has a tall pyramidal spire ; and that which rises farther to the right, and near the shore, is the church of Bon-secours. From some places may be seen the top of Nelson's monument, with several other remarkable objects, particularly the barracks, on the right, behind the remnant of the old city wall.

MONTREAL.

Inns. Masonic Hall,* at the north end of the city, with a piazza over the bank : Goodenough's, St. Paul's-street ; Mansion house, do. by Martinant. Also Clump's hotel. These are all large houses, and porters will be found on the shore belonging to each, who will convey the luggage, and show the way.

The landing place is unpleasant, and the stranger may be struck with the narrowness of the streets, the closeness and heavy aspect of the houses, which are of stone or plastered to resemble it : but all this is in conformity with the fashion of the country ; and Montreal contains many fine buildings and other objects worthy of notice, together with a vicinity which in the warm season of the year is truly delightful.

Those who remain but a short time in this city, may easily pay a hasty visit to the principal objects of

* The Masonic Hall is the most expensive hotel in Montreal. It is kept by Mr. Riasco, an Italian, and has a restaurant in the French fashion, where the stranger may select his dinner from a long bill of fare. The highest rate of board, including private parlour, &c. is 1*l.* 5*s.* per day. The main building is 4 stories high, and the two wings 3

curiosity; and are recommended to take a walk through the two principal streets, and to notice the following buildings and places.

At the north end of St. Paul's-street are the Barracks. Above these are the Hospital and Public Baths. Just above the Masonic Hall, is the French church of Bon-secours, which, like the other Canadian religious buildings generally, is formed much on the plan of those in France. The roofs are, however, generally covered with tin, which is not much used in other countries. This is near the northern limit of Montreal, beyond which begins the Quebec suburb.

Masonic Hall, on the eastern side of the street.

Theatre, adjoining the Masonic Hall.

Market Place and Nelson's Monument*. Then follows a double row of shops. On the east side are several, which show articles of Indian manufacture for sale. These, however, had better be bought at the nunneries, if it is intended to visit them.

The Black Nuns' Garden, Convent, and Chapel, are on the west side of the street. The wall is very high. The porter at the gate will give admission and directions, but in French. Visitors are expected to purchase a few articles of nuns' or Indian manufacture. It is most agreeable to go in parties.

The New Cathedral and Old Parish Church are close by: a short street leads to them, west.

THE NEW CATHEDRAL

is probably the largest church in North America, unless exceptions are to be made in favor of Mexico. This edifice is at present partly concealed by the old Cathedral, which is to be removed on its completion, to leave the front open to a large square: the *Place d'Armes*. It was commenced in 1825, and the walls raised and the roof partly finished at the close of

a new market is to be built instead of the old

1827. Mr. O'Donnell, the architect employed in superintending the work, gave the plan, which is partly copied from some of the European models of the 13th, 14th, and 15th centuries. It is of the plainest style that can bear the name of Gothic: any exuberance of ornament being inconsistent with a climate so severe as that of Canada.

It is 255 feet long from west to east, and 134 feet wide. It was designed to have six quadrangular towers, each 200 feet high: 3 on each flank, and 2 at each end. The curtain, or space between the front towers is 73 feet by 119, and has parapets. There are 5 public entrances and 3 private to the first floor, and 4 to the galleries. The building can contain 10,000 persons, which number may assemble and disperse in a few minutes. The eastern window over the high altar is 32 by 64 feet, and is to be divided by shafts and mullions for stained glass. The groins of the ceiling are painted in fresco. The ceiling will be 30 feet high, groined and partly supported by a double range of grouped columns, intersected by rails. The circuit of the edifice is 1125 feet.

There are to be 7 altars. The floor rises gradually from the entrance to the high altar. The house is to be warmed by heated air from stoves under the floor. The exterior is faced with hewn stone, from the mountain. A promenade 75 feet by 25, elevated more than 100 feet between the towns will command a noble view. It is now roofed, and nearly completed.

Goodenough's Hotel is on the west side, in a courtyard.—Further on, a street on the opposite side brings you in sight of the

Gray Nuns' Convent, a large stone building, partly new, about 410 feet in length.

Mansion House Hotel, St. Paul's-street, below an open square.

(The *Canal to Lachine* begins on the river shore, nearly against here.

The *Seminary* (La Seminaire de St. Sulpice,) is at

antique building, and contains a Catholic library of about 6000 volumes ; but access to it is not very easily obtained. The College in this city was built by money supplied from the funds of this institution. The Priests are the Seigneurs of the whole island of Montreal.

The *College* is a large building of stone, three stories high, erected in 1819 out of the funds of the "Seminary." It has a front of about 150 feet, with wings projecting in front and rear, which make the whole length about 220 feet. In order to guard against fire, there is scarcely any wood used in the construction ; and large iron doors are hung in the passages in such a manner that, by shutting them, the whole building may be divided into three parts, each fire-proof.

It contains about 300 students, who are divided into 8 classes, to each of which is devoted a year, with the exception of the two last, which occupy but 6 months apiece ; so that the whole course of instruction is finished in 7 years. Many of the pupils, however, leave the institution before completing the course.

The Chapel is in the south wing ; and the rest of the building is divided into recitation rooms, and bed rooms, the former of which are hung with maps and religious pictures, and the latter supplied with crosses and founts. Every thing is very plain in the furniture. The price of instruction is about eighty dollars per year, and some of the pupils have allowances made them ; particularly those designed for the Church, who assist in instruction by day, and study by night. There is a preparatory School connected with the College. One of the instructors always oversees the boys in their recreations.

Returning to the square, and entering another principal street running parallel to St. Paul's, you pass numerous respectable and some elegant dwellings, leaving the Parish Church and the new Cathedral on the east

The *Wesleyan Chapel*. The *American Congregational*, and the *English Episcopal Churches* are passed on this side of the town.

The *Court House* is large, but old ; and in the rear of it is

The *Parade*, a handsome piece of ground, with a walk, where the troops are drilled every morning, generally at 10 o'clock. There is commonly but a small number of soldiers in the city, during peace ; and a regiment garrisons Montreal and the other posts in the neighbourhood towards the United States.

The *Society of Natural History* have an interesting collection of animals, minerals, plants, &c. principally collected in the provinces.

A *House of Industry* has been recently established.

The *British and Canadian School Society* established schools on the British system in Montreal, in Sept. 1822. In Sept. 1825, there had been admitted 1706 boys, and 444 girls, most of whom were of the poorer class. It is supported by voluntary subscriptions. Nine hundred pounds, the remainder of a large sum collected in England for the instruction of Indians not otherwise instructed, is in the hands of this society, to be hereafter devoted to that object.

There is a *Lancasterian School* of several hundred scholars, where some of the most influential Canadians, Catholics, having become aware of the value of education, have placed themselves on the committee. There is an *Episcopal School* on Bell's system.

The priests in Canada have begun to educate in self defence. The schools provided for by government, are restricted to masters of the English Church ; and a considerable number of school-houses have been erected, but almost confined to the townships.

Schools, &c. in Lower Canada.—According to a report made in the House of Assembly of the Province in 1829, there were, in Montreal, Quebec, and Three Rivers, 3 schools of royal institution, 2 colleges, 6 con-

vents, 11 gratuitous schools, (containing 1214 pupils,) and 50 other schools.

In the country, there were 70 schools of royal institution, 4 colleges, and 14 mission schools.

ISLAND OF ST. HELEN, OR GRANT'S ISLAND.

This has recently been purchased by the British government, for a military position and depot. It is principally covered with trees; but has a beautiful garden behind the quarters of the officers; and a fine road winding round from the landing place, on the south end, (where are some remains of old works, and a new battery,) to a rocky eminence over the arsenal, which is opposite the northern quarter of the town. This rock is about 11 feet higher than the most elevated parts of the city; and the view from it is handsome, with a wild ravine just below.

The arsenal and storehouses form three buildings, with a narrow yard between them, about 125 feet in length. The batteries range on the river and town, and are furnished with neat barracks, a magazine, &c.

THE MOUNTAIN OF MONTREAL,

the summit of which is to be the site of an impregnable *Citadel*, offers an extensive and delightful view, and should by no means be forgotten by those who have an opportunity to undertake the excursion. It is better calculated to afford an idea of the country, as well as to delight the eye, than any other excursion which can be made. Yet it is recommended, if the traveller stays long enough, to take a ride or two in different directions, after having visited this favourite spot. Capt. Partridge states its elevation at 676 feet above tide water.

There are three ways of reaching the summit of the mountain: *on foot*, by an intricate route from the southern part of the city: *on horseback*, or *in a car-*

riage, to the ridge ; or round the north end to the rear. There is also a footpath up the north end. A private road turns off from the southern road on the ridge, passing through a gate.

Heretofore the only good point of view has been from a rock above M'Tavish's house, whence a very steep path leads directly down.

The country spread out to view on arriving at this commanding height, is a plain of such vast extent as to appear in many direction- quite boundless. In fact, it stretches much farther than would be imagined ; for all the way to Quebec the river's banks present the same appearance.

The spectator faces the east. The side of the mountain, almost precipitous, is thickly covered with trees, which soon give place below to a smooth descent, declining to the base, chiefly devoted to pasturage, on the elevation of which stands M'Tavish's house. A beautiful display of cultivated fields succeeds on the level, divided by high palings, and scattered with a few houses. Below a moderate descent, which appears like an old bank of the river, gardens and dwellings begin to increase ; and behind a succeeding one, of a similar description, are suburbs.

East, on the horizon, is Boucherville Mountain ; and over it is seen, more indistinctly, Belœil Mountain. The plain country between the Sorel and St. Lawrence is divided into innumerable fields, with scattering houses. In the same direction is seen St. Helen's, or Grant's Island ; and in a direction with the south end of it, the steeple of Bon-secour church. North of this are the Quebec suburbs, beginning near the barracks ; the Waterworks, and Baths. Nearer, are seen St. Louis and St. Lawrence suburbs.

S. S. East, on the opposite shore, La Prairie ; and nearly over it, the site of St. John's, which is not distinguishable. In a range with them, is Nuns' Island, and Nuns' Farm, the latter on this shore The river

is $3\frac{1}{2}$ miles wide. The suburbs on the south side of the city, are St. Antoine, Ricolet, St. Anne's, and St. Joseph's. Distant Mountains.

North. Bout de l'Isle, the extremity of Montreal Island, Pointe aux Trembles, and the village of Boucherville; opposite which is Longueil, and further down, Varennes, with a two-steepled church.

N. East, the view is boundless, with a succession of cultivated fields, which in the distance become quite undistinguishable. The same appearance, it will hereafter be seen, extends along the river's banks quite to Quebec.

Road round the Mountain.—The road near the north end of the mountain is ornamented with many beautiful seats, and there are also some extensive manufactories. Behind it is a fine extent of cultivated ground.

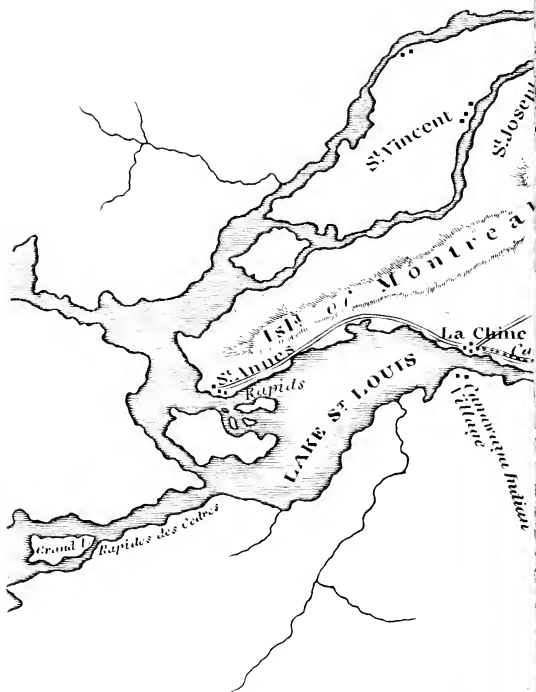
OTHER EXCURSIONS.

To *Lachine*, 9 miles, or 3 leagues. The river road pleasantest: giving a view of the Rapids, Nuns' and Heron Islands, the Indian village of Caughnawaga opposite, and crossing the *Lachine Canal*. At Lachine is a small house kept by an American. Crystals of axenite (carb. lime) were found in excavating the canal. The pebbles along the shore are the fragments of granite, while the black, or deep purple rocks which form the channel are limestone, lying in strata nearly horizontal.

To *Pointe aux Trembles* and *Bout de l'Isle*.

The southern road to the Mountain, which crosses it at the less elevated part of the ridge, near the middle, leads through St. Joseph's suburbs, and afterward passes a number of fine country seats. The most remarkable are those of Mr. M'Gillivray, and the late Mr. Gregory, members of the old North-West Company, which has lately been converted into the Hudson's Bay Company. It engrossed the Indian trade





for a vast distance up the lakes, and enriched many individuals, whose residences add materially to the appearance of the city and its environs.

The *Priests' Farm* is passed on the left, near the base of the mountain, and is a large tract of land, with an old building in the ancient European style, preserving many of the features of feudal days, with its projecting square towers, small windows, pointed roofs, and weather-beaten walls. The barns connected with it are very spacious, and seem capable of containing a large part of the products of the farm. The only wonder seems to be what a few old men can do with such vast stores, as well as with their receipts from various other quarters.

The whole island of Montreal is a *Seigneurie*, in which the monks of Ricolet, as *Seigneurs*, have the right of a tax on every farm, on every purchase and sale of real estate, and many other privileges, vested in them by the king of France on the first settlement of the place. Circumstances have conspired to reduce and destroy many of these privileges, so that the annual income of the priests, from this rich and valuable *Seigneurie*, though large, is very trivial, in comparison with its extent and fertility.

Col. Allen, with his detachment for the surprise of Montreal, in 1776, crossed the river from Longueil; but Major Brown, not being able to land above the city as was intended, the former was taken prisoner by Gov. Carleton, after a sharp engagement, loaded with irons, and sent to England. Col. Warner afterward erected batteries on the shore at Longueil, by which he drove back the governor when he attempted to land on his way to relieve St. John's.

The population of Montreal, by a census taken in 1825, was nearly 24,000; and 4 or 500 greater than that of Quebec.

THE RIDEAU CANAL.

This work, which is in progress at the expense of Great Britain, is to effect a navigable communication between Lake Ontario and the Ottawa river. While a line of frontier fortresses is to be constructed, including those at Quebec and Montreal, at an estimated expense of 798,000*l.*, an interior line of navigation is to be formed, of which this is a part, at the supposed cost of 527,000*l.* The object of it is to secure, in time of war, the transportation of military stores, &c. by an interior route, less exposed to the United States, and practicable in lake vessels of 125 tons. It is a great undertaking, and when completed, which it will probably be in a few years, will afford a most interesting episode to the travellers' tour. It will present a combination of fine natural objects and noble structures of art. Those who have leisure, will be pleased with a view of some of the works in their unfinished state. Others may perhaps read with gratification a brief description of some of the principal objects on the route. Stage coaches run to Bytown in connexion with steamboats.

At Merrick's Snie, are to be 3 locks of 8 feet lift ; and a dam, 7 feet high and 180 long, at the head of it, to lift the Rideau river into the Snie. Considerable excavations of earth and rock in the Snie.

At Edmund's Rapids, a dam 8 feet high, and 400 long ; and a lock of 6 feet lift. The excavations, both earth and rock, are considerable. Near Philip's, at the same rapids, is another dam, 3 feet high and 250 long ; and a lock of 6 feet lift.

At the Old Slys, on the Rapids of Smith's Fall, is a dam 18 feet high and 210 long ; and two locks of 8 feet lift.

At the First Rapids is a dam 9 feet in height and 250 in length, with a lock of 7 feet lift. There is also an embankment of wood and clay, 2 miles long.

At Chaffey's Mills is a dam 20 feet high and 80 wide, with two locks of 9 feet lift.

At Nicholson's Rapids is a dam 16 feet high and 240 long; a lock of 10 feet lift, and an embankment 8 feet high and 280 in length, &c. &c.

The stone was found convenient on the ground, and also lime, wood, and stone.

The Rideau Canal will open to a navigable connexion a vast extent of country, and if extended beyond the Rideau Lake,* would lead to the shores of lakes and rivers, as yet imperfectly known, as indeed are those through which the canal already lies. The road from Kingston to Montreal crosses the Rideau Canal at Tuttle's hill, and a new village called Evergreen.

Boats go from Montreal up the Grand River to the mouth of the Rideau, and the commencement of the canal, by the La Chine and Grenville canals. A passage may now be easily obtained in steamboats. The *William King*, a boat built on the Annesley plan, began in 1829 to run between Hawkesbury, Grenville, and Hull, in connexion with a line.

Bytown is situated at the junction of the Rideau and Ottawa; it is 120 miles from Montreal, and 150 from

* Nearly west from the city of Montreal, distant about 20 miles, the Ottawa river from the west falls into one of the bays of the St. Lawrence. The Ottawa is itself a large and navigable stream, rising in the recesses of the Chippewa country, five or six hundred miles north-west from the island and city of Montreal; flowing north-east until within about 120 miles above its mouth, receives Rideau, and assuming a nearly easterly direction, communicates with the St. Lawrence, as already stated.

The Rideau is a small, but an important river, rising in Leeds county, township of Kitley, Lower Canada, within 30 miles of the St. Lawrence, at the lower end of the Thousand Islands. At its source the Rideau is a sluggish stream, and in no part of its course much impeded by falls; its entire length, however, is not above 60 miles; course north-east nearly.

Near the head of the Rideau, and on the same table land, extends lake Gannonqui, discharging its waters into the St. Lawrence, 20 miles below Kingston, and the bottom of lake Ontario. The entire distance from the mouth of the Ottawa to that of the Gannonqui, by the route of the intended canal, is nearly 190 miles, and by the St. Lawrence 160. The canal route, therefore, exceeds that of the St. Lawrence, as 19 to 16.—*Canada Paper*

Kingston, and is expected to become an important place from its situation. The Rideau received its French name from the beautiful cascade, like a white *curtain*, with which it descends 27 feet, into the Ottawa. North of the town the Ottawa is about a mile in breadth. It has a fall of 32 feet, and is diversified with numerous islands. Below the fall the water is very deep; and the *Rideau Canal* here descends to it down a narrow cleft in a precipitous bank by eight locks of fine stone work, ten feet lift. The canal, on gaining the eminence, passes through the village, and opens upon a large beaver meadow of 250 acres, which receives a branch canal from Lake Chaudiere on the Ottawa, and will form a large basin for timber. A little south of the town is a mountainous ridge, through which the canal passes by a natural notch. The western part of the village is situated on high and commanding ground; and an hospital and military barracks have been erected on the Cape, at an elevation of 200 feet above the river. This is capable of being rendered impregnable, and has attracted the attention of English engineers.

Cobb's Cave is an extensive cavern, discovered in 1828 by a lady.

Bytown was a wilderness in 1826; and in 1827 contained 2000 inhabitants, with a market, school-house, and four churches built and building. It is likely to become a place of great trade, even in furs; and there are mines of iron, lead, and tin, and quarries of marble in the vicinity.

The Great Ottawa Bridge.—This is an immense structure, of bold design and admirable workmanship. The first two arches on the Lower Canada side, are each sixty feet span, and of stone, extending over the two channels on that side of the Kettle. Then follows a piece of wooden bridge, rising on trestles, which brings the traveller to an island, beyond which is a rapid and tumultuous current, called the Chaudiere Great Kettle. Over this an attempt was made, which

was repeated in 1828 with success, to throw a magnificent arch, of 220 feet span. Two arches cross the smaller channels on the other side.

From the bridge a fine road had been opened in the upper province to the village. A wooden bridge on this road, 114 feet span, crosses a gulley.

Hull is opposite Bytown, connected with it by the great Ottawa Bridge. This township belongs to Philemon Wright, Esq. an American farmer of great influence and experience. His settlement, called Wrightstown, is seen from Bytown, being situated at the Falls.

ROUTE FROM MONTREAL TO NIAGARA.

(For this route see pages 104 to 109.)

ROUTE FROM MONTREAL TO QUEBEC.

ROAD TO QUEBEC.

Notwithstanding the common prejudices against travelling by land in Canada, which are entertained by many persons not acquainted with the country, it is recommended to those who may find it convenient, to make arrangements for performing a part of the journey in this manner, either going or returning.

The country is indeed a dead level, but it is entirely reduced to cultivation, thickly populated, and blessed with good roads. The way lies along the very margin of the St. Lawrence, passing an almost uninterrupted succession of dwellings, and supplied with many comfortable and some good inns, which will be particularly mentioned.

As the strength of the current makes the passage of the steamboats up the river about 12 hours longer than that down, it would on this account be better to return by land; and this course would certainly be recommended, but for the greater difficulty of obtaining good carriages in Quebec. It is to be hoped that regular

coaches will ere long be established to run between the two cities; for, at present, it is necessary to hire a calèche, or a stage coach, at a pretty high price. At *Three Rivers* (Trois Rivières), 60 miles, the traveller may dismiss his carriage, and enter the steamboats, which regularly stop there up and down.

STEAMBOAT TO QUEBEC.

Leaving Montreal in the steamboat, you pass under the fort on St. Helen's Island, the steeples and cupolas of the city being seen nearly in the following order beginning at the south end; Gray Nuns', Ricolet Church. Black Nuns', New and Old Cathedrals, Episcopal Church, Nelson's Monument, Bon-secour Church. Near the last, on the shore, is the Masonic Hotel, then the Barracks, Waterworks, and Baths, the beginning of the Quebec suburbs, the residences of Judge Reed and Mr. Malson, with terraced gardens towards the river, &c. A little below is Malson's Brewery, and the late Sir John Johnson's residence, (a grandson of Sir William Johnson, for whom see page 57.) The house is of brick, with a piazza.

The *Rapids of St. Mary* are between the island and these last-mentioned objects, and run with such rapidity that steamboats are sometimes obliged to be drawn up by cattle a little distance.

Longueuil, just below St. Helen's.

Longue Pointe, 6 miles (2 leagues) from Montreal.

Vercheres, on the east side.

Varennnes has a church with double spire.

Pointe aux Trembles, 9 miles, (3 leagues.) Here is a nunnery, in which is a pretty large school for girls. There are two good inns in the place.

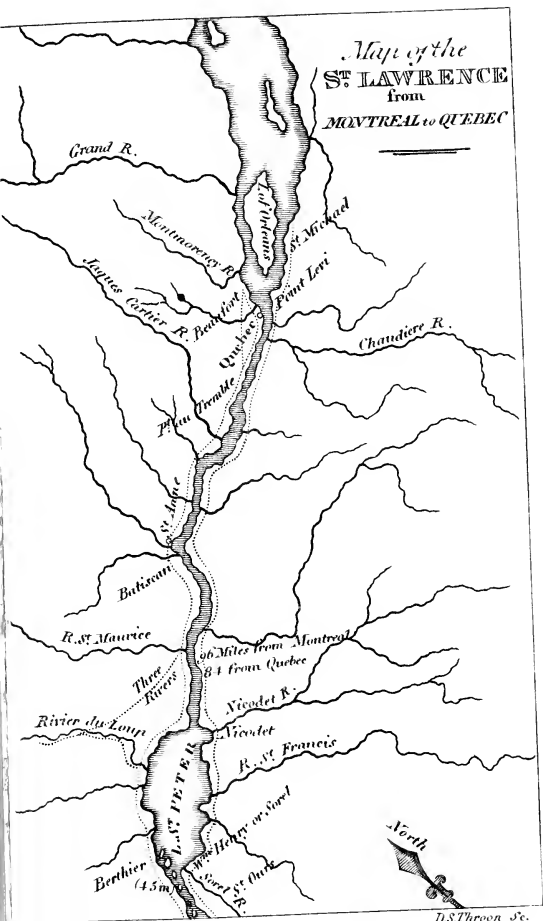
Bout de l'Isle. Here is no village, but only a ferry.

Contrecoeur, on the east.

Repentigny, a pretty village.

At this place it is recommended to the traveller by land, to make a deviation from the direct road along

Map of the
S^T LAWRENCE
 from
MONTREAL to QUEBEC



D. S. Throop Sc.



the river, if he finds it convenient, to see the delightful country between it and the town of Assomption. There is a beautiful road on each bank, varied with houses and trees. Return so as to strike the road near St. Sulpice.

St. Sulpice, 24 miles (3 leagues) from Montreal.

La Moraye.

Berthier. Here is an excellent inn, kept by a man from the United States, whose wife is a Canadian.

Machiche is a pretty town, at the mouth of the Riviere du Loup, and has a very neat and comfortable inn, of the best Canadian stamp, and famous for many miles round. Many French customs are still preserved by the unmixed inhabitants of the St. Lawrence, some of which are agreeable and interesting. At many of the inns, the traveller will receive the most kind and hospitable attentions, and will find great gratification in observing the handsome flower-gardens, as well as the neat arrangement of the furniture. At this house is a handsome collection of green-house plants.

There is very little variety to be discovered in the natural surface of the ground, but the journey through this region presents almost an unvarying scene of cultivation and fertility. For a great part of the distance, there is a narrow strip of corn or potatoes between the road and the river's bank, to correspond with the fields which stretch off to such a distance on the other hand; and the variety of crops, and the occasional rows and clumps of trees, remove, in a good degree, the natural sameness of the landscape.

NAVIGATION AND TRADE OF THE ST. LAWRENCE, &c.

Steamboats are of the utmost importance on this great river, for they contribute extremely to the convenience and expedition of travelling, and render most valuable assistance to commerce. There are many steamboats constantly employed between Montreal and Quebec.

most of them fitted to accommodate passengers, as well as to carry freight, and all provided with powerful engines. In 1823 a passage was made from Quebec to Montreal, in a steamboat, in 20 hours and 40 minutes—the shortest ever known. The principal article of export from Canada is lumber, a great deal of which is carried to Quebec in immense rafts, and then shipped for England. These rafts have usually a great number of sails to hoist in a fair wind, with huts to shelter the men from the weather, so that they have a very singular appearance, and at a little distance look like a fleet of sail boats. The population of Lower Canada is estimated at about 200,000.

The French Canadians, notwithstanding the common prejudices against them, appear, on acquaintance, to be an intelligent people. They certainly are amiable, cheerful, and gay, and their backwardness in improvements is attributable to the system under which they live. They are generally brought up in great ignorance, and they are taught to dislike and avoid not only the Protestant principles, but Protestants themselves. The author has the word of one of their priests for stating, that not more than one-sixth of the population are ever taught to read or write. In New-England, as is well known, the law provides for the instruction of every child, without exception: and every child is actually instructed. Books and newspapers, therefore, lose their effect as well as their value among these people. The British government have encouraged schools here, but until lately, almost without success. Among those regions where English and Scotch have settled, instruction is gaining ground: and in Montreal, the public schools are rising in importance: but it is to be feared that the Catholic priests will long continue to oppose the extension of real knowledge, and that while they retain their influence, the character of the people will remain depressed.

The "*Procedure*" of Canada is founded on the edict

of Louis 14th, of 1667, and is the basis of the Civil Code. There were no lawyers before the conquest in 1759, when they were created; and martial law prevailed from that time till 1774. The trial by jury was introduced in 1785; and the constitutional charter in 1791.

There are many signs of prosperity exhibited by the farmers between Montreal and Three Rivers, in the extension or erection of buildings. On each farm is usually to be seen about half an acre of Indian corn, which will furnish 18 or 20 bushels; and it is the custom not to build fences, the cattle being kept from the land, and fed on weeds until the crops are off.

The houses are generally of one story, and are built of wood or stone, according to the nature of the country. Some of them are formed of squared timbers, and even of round logs; but the latter are usually employed for the construction of barns only, which are often covered with thatch. The houses and barns are frequently composed of several small buildings, erected at different periods, according to the capacity or necessities of the proprietors.

WILLIAM HENRY, OR SOREL,

45 miles, or 15 leagues, from Montreal.

This town, though quite small, is one of the principal places between the two capitals. It is on the south side of the St. Lawrence, at the mouth of the Sorel, or Richelieu, in a very sandy situation; and contains nothing worthy of notice except a little old church, a palisadoed fort, and a neat little square, at the distance of a short walk, surrounded with several pretty white houses, a church, &c. a little in the New-England style. The fences are generally low, and afford the sight of gardens.

The flowers which abound in the Canadian gardens are principally roses, carnations, sweet-williams, can-

didus, monthly roses (blossoming only a part of the year).

As the steamboats usually stop here half an hour or more, there is time enough to go on shore. The population principally consists of disbanded soldiers, so that the dwellings are generally poor, and most of the people speak some dialect of English. The garrison contains only 30 or 40 men in time of peace, and the commanding officer has a pretty residence opposite the town, where the fields have a green and fertile appearance.

The Government House stands about three-quarters of a mile beyond the town. It is a large red building, with barracks near it. The boat turns round on leaving Sorel, and returns to the St. Lawrence, the distant land beginning to have some elevation.

On the opposite point, Gen. Montgomery erected batteries on taking the place, in 1776, and prepared rafts and floating batteries, which maintained an engagement with the ships in which Gov. Carleton attempted to escape to Quebec, and drove him back towards Montreal. He afterward passed them in an open boat at night; but his vessels fell into the hands of the Americans.

Berthier is on the opposite side of the St. Lawrence, but out of sight, being behind several low islands. Some of the steamboats stop there instead of at Sorel. There is a ferry across.

LAKE ST. PETER.

On entering this large tract of water, the shores at the opposite end appear like mere lines upon the horizon, the land being still so flat near the river as to seem hardly sufficient to prevent it from overflowing. A vessel at the opposite end appears like a mere speck, the length of the lake being 20 miles.

Pointe du Lac, or Woodlands, is seen on the northern

shore, when nearly across ; but it is situated beyond the lake. A ridge of high land continues on the north, following the course of the river.

Opposite Woodlands is *Nicolet*, 9 miles from Three Rivers. The place is large, and contains an English and a French church, together with a nunnery, and a college, founded by the Catholic bishop of Quebec.

THREE RIVERS, [Trois Rivieres,] *Half way.*

This is the largest town between Montreal and Quebec, and is 96 miles from the former, and 84 from the latter. The streets are generally straight, and regularly built, though narrow ; and the houses, although neat, are generally only one or two stories high, with windows in the roofs, and being principally plastered, have rather a dark aspect, like those of Montreal. It contains shops of various sorts, and several inns of a decent appearance.

The Nunnery is in the east part of the town, and has extensive grounds connected with it.

The Chapel of the Convent has a number of pictures, of which the one on the right of the main altar is the best : Magdalen weeping. The Parish Church is in the south part of the town. Two large buildings, formerly the Court House and Jail, with the Nunnery, are the principal objects.

While the American forces were on the retreat from Quebec, in 1775, Gen. Sullivan sent Gen. Thompson down from Sorel to attack this place. He went down the right bank of Lake St. Peter, and landed 9 miles from the town ; but being discovered and misled, he found Gen. Frazer drawn up in order of battle, while Gen. Nesbit was sent to cut off his retreat ; and the battle, which immediately commenced, was short and disastrous to the assailants, who lost their commander, and many officers and soldiers, as prisoners, although they had few killed. After several hours we approach

Le Bigneux, a village on the south side of the river, known by its double-spired church. It stands on a steep bank, about 60 feet high, and marks the commencement of the Richelieu rapids.

The river here winds between broken banks, and the number of cottages is so great as to make the scene more animating. A few blue, but not lofty, mountains are seen down the river.

RAPIDS OF RICHELIEU.

The river, which is about two miles wide, here runs with great velocity, particularly the first three miles; but the water is deep, and the surface unbroken, except near the shores, which are lined with innumerable loose round stones and rocks, extremely dangerous to vessels when they get among them. These rocks seem placed with much regularity, forming two ranges, and making the water appear as if it had a gradual swell from both sides to the middle of the river. Although the navigation of this part of the St. Lawrence requires great skill and caution in other vessels, steamboats pass with security; yet, on account of the force of the current at ebb tide, even they are obliged to vary their hours of leaving Quebec, in such a way as to have the flood through the rapids. Vessels are often seen waiting at the bottom of the rapids for a change of tide, or for a steamboat to tow them up. The rapids extend about nine miles.

St. Antoine, on the south bank, is 18 miles (6 leagues) from Quebec. The mountain seen towards the north-east is that of Lorette, and the bank on that side makes a beautiful slope to the river, agreeably varied by cultivated fields, interrupted by occasional patches of woodland: on the side of the ridge, about midway from the water to the top, passes the road. The south shore, on the contrary, continues high and abrupt, and nearly perpendicular, with innumerable cottages peeping over the brow.

Pointe aux Trembles, a village on the north shore. The river is about the same breadth all along here, viz. about two miles, although it appears much narrower; the depth is about five fathoms, and the tide rises 14 or 15 feet. Notwithstanding the thickness of the population on the shores, the country is a wilderness only about four miles back, being comprehended in what is called the *King's Hunting Ground*, which extends from Three Rivers, 40 or 50 miles below this place.

Jacques Cartier, 30 miles from Quebec. This is a village on the north side, situated at the mouth of the river of the same name, which is likewise distinguished by the name of the first explorer of the river St. Lawrence. Here are the remains of the first church built in Canada.

Carouge Creek, on the north side. Here a pretty view opens, for a few minutes, into the interior, on the north shore, showing the Indian village of Lorette, at the distance of three or four miles, with an extent of beautiful land, and a range of fine mountains in the rear.

Chaudiere River is a little below, with a rock on the lower side, at its mouth.

Looking down the St. Lawrence, part of Point Levi is seen, covered with white buildings, one of which is the church. It is opposite Quebec, which remains for a considerable distance invisible. The banks rise to a greater and greater height, and present every variety of surface.

Sillery Cove is a mile below, above which was fought the final battle between the English and French, in 1759, after the capture of Quebec by General Wolfe, which completed the conquest of Canada. At the village are the remains of the first church ever built in Canada.

Wolfe's Cove is behind the next point. This is the place where Wolfe landed in the night, and up the precipitous bank he climbed with his troops, afterward drawing up his cannon. Here Gen. Arnold

afterward took up his troops, in 1755. There is a remarkable rock projecting from the bank, at the head of the cove, a little to the right of which is seen a road running up the hill, at the place where the troops went up, when there was nothing but a footpath. The spot is about a quarter of a mile west of a large yellow house above the bank.

Cape Diamond is the abrupt bluff in which terminates the high land on the north, and under the opposite side of which Quebec is situated. It is 348 feet high, and the fortified lines on its brow belong to the city walls, and the citadel, which is included by them. The telegraph is raised on the Cavaliers' Battery, and the round buildings on the ridge are Martello towers, which serve as advanced works to the fortress. The opposite point is Point Levi; and the mountains of *St. Anne* and *Tourmente* appear many miles down the river.

General Montgomery was killed just at the base of Cape Diamond, in attacking a blockhouse on the shore, in 1775.

QUEBEC.

The *Lower Town* of Quebec begins near this spot, and stretches along at the foot of the rock, while the Upper Town soon begins to open to view above, though the principal part of it is on the top and the opposite side.

The harbour requires a pier for its protection, on account of the extreme rapidity of the currents caused by the tide, and particularly the ice. The subject has been recommended to the government.

The *Castle of St. Louis*, or the *Governor's House*, overhangs the precipice, being built on supporters; and makes a conspicuous appearance, interrupting the city wall, which encloses the Upper Town.

The new *Monument to Wolfe and Montcalm* is also visible from some points on the river.

But the current is too swift to allow much time for observation before arriving at the wharf, where the traveller will find servants in waiting from the principal public houses in the city : these are all in the *Upper Town*, the ascent to which is intricate as well as steep and laborious, so that the stranger will want their assistance as guides.

Inns. Union Hotel, Mr. Lemoine's Boarding House, Malhiot's, 41 St. John's-street, La Fontaine's, opposite.

A book called the "Picture of Quebec" is recommended to the traveller.

The Lower Town is crowded and dirty, and contains no decent public houses. After three or four turns, you begin to ascend Mountain-street, which is very steep and laborious, and leads to a gate in the city wall, which is very massive, built in the old European style, of solid stone, very thick, with narrow passage ways for carriages and footmen, and a guard chamber above, with loop-holes for musketeers. On the right, after passing this gate, is a battery of heavy guns ; and the road in that direction, by the city wall, conducts to within a few steps of Mr. Lemoine's. On the contrary, to go to the other houses mentioned, it is necessary to follow the street which opens a little to the left, and leads into the midst of the city.

A walk to the Esplanade, in the highest part of the city, by the wall, is very delightful at morning or evening, as it commands a fine view ; but Cape Diamond the finest of all.

It is recommended to the stranger to seize the first pleasant days to make excursions to the Falls of Montmorency, the village of Lorette, &c. which will be more particularly spoken of hereafter ; and it will be found much better, on several accounts, to set out as early in the morning as possible.

The walls of Quebec enclose the upper part of the hill, and a little of its declivity on the north side ; but the space is so small that the buildings are extremely crowded together. and the streets are as closely built

as in the largest cities. Very few of the private houses present any thing remarkable, but there are many public buildings worthy of particular attention. Population, in 1825, about 22,000. A traveller, in 1828, arrived here from N. York (684 miles) in 75 hours, by regular route.

The French Parish Church stands on one side of the public square, facing the barracks, where is also the seminary. The church contains little that is remarkable, the whole interior appearing rather ordinary, and the pictures having little to boast of: the principal of them are a Holy Family, an Ascension, Crucifixion, Descent of Tongues, and Last Supper.

The College, which stands a little to the right in coming out of the church, is a large stone building in which a considerable number of youth are educated by priests, and may be distinguished in the city by wearing the long black gown, sash, and cornered cap, common to such institutions in Catholic countries.

The Chapel of the Seminary, which stands a little left from the principal gate, contains the best collection of pictures, it is said, in all Canada: beginning on the right-hand near the door, is a picture of the Virgin Mary attended by angels, &c.; in the first chapel on that side is a picture of the Crucifixion, over the altar; on the right, the Baptism of the Ethiopian, John's Baptism, St. John; on the left, a portrait, St. Peter receiving the keys, infant Saviour, Devotees, &c. on the church wall, next is a good picture unknown, then the Ascension, and Interment of the Saviour; and over the high altar, a Holy Family, and Dove descending; what appears to be some priest's dream; on the left side, is the Descent of Tongues, and an Angel visiting a saint in prison, good; over the altar in the remaining chapel, is the Baptism in the Wilderness, with a number of poor pictures; and in the church are an Evangelist, Wise Men presenting gifts, &c.

In two gilt boxes, one on each side of the high altar,

are two skulls, with several human bones, placed against red silk, which are regarded with superstitious reverence, as holy and perhaps miraculous relics; a lamp is kept constantly burning under that on the left-hand.

The Barracks are in a large stone building opposite the church, which was formerly the Jesuits' College: it is three and four stories high, forming an angle like an L, each side of which is about 200 feet long. Here are quartered the troops which garrison the city; they have heretofore consisted of two regiments of infantry, two companies of artillery, and one of sappers and miners. The *Exchange*, a new edifice, will also contain a *Reading Room*.

Convents. There are two convents in Quebec; one of them has about 40 *Ursulines*, who have a large convent and church near the prison, in the west part of the city, and keep a large school for girls. The other convent is lower down, and contains an hospital for diseases of the lighter kinds; while the most serious and severe are treated at the nunnery near the St. Charles's River, about $1\frac{1}{2}$ miles above the town. These institutions, however, are not now open to visitors as they formerly were; at least it is generally impossible to gain access to them.

The *Hotel Dieu* is an hospital, under the care of Nuns; and the *Emigration Hospital* affords relief to sick strangers.

The Arsenal is near the palace gate, and contains about 100,000 stand of arms, arranged with great regularity.

The Castle of St. Louis is a large building, but makes a less imposing appearance than when seen from the water. The street beyond commands a fine view; and there are several beautiful terraced gardens formed on the steep side of the rock, almost overhanging the buildings in the lower town.

The fortifications of the city on the land side are strong, and worthy of particular attention; as before

remarked, they may be examined with interest by taking a walk in that direction, in the morning or evening.

St. Louis's Gate is the highest city gate, and the street of the same name conducts to it; this leads to the famous Plains of Abraham. The monuments to Wolfe and Montcalm will be erected in the Upper Garden.

The Esplanade Battery lies between St. Louis and St. John's gates, and contains 12 cannon and 4 mortars, with magazines built where they could not be injured by an enemy's shot. The ground slopes in such a manner as to expose a large extent of country to view: the fine fertile plain beyond St. Charles's River, the beautiful ridge of lands beyond, with the villages of Lorette, Charlebourg and others; the St. Lawrence on the right, with Point Levi, the Isle of Orleans, and the fine ranges of distant mountains. The mouth of the Montmorency can easily be discerned, on the left bank of the St. Lawrence, about 9 miles from the city; that is the spot where the falls are to be seen, and the battle ground where Gen. Wolfe made an unsuccessful attack on the French Gen. Dieskau, before the capture of the city.

Mounting to the parapet near the gate of St. Louis, the plan of the defences may be in part discerned, even by an unpractised eye; and by descending and passing through the gate, the strength of the place will be better understood. The walls of the city, the bastions, and other works, are from 20 to 30 feet in height, and formed of stone. The path is made to turn several abrupt angles, in order to expose the approach to raking fires. In coming towards the gate from the country, at the first angle, the stranger is brought to face 8 cannon, placed in two rows, at the second angle 2, and at the third 2; at the fourth he sees 3 on the right and 3 on the left; and at the fifth finds himself in front of the gate, which has a gun on its top. The gate is of very heavy and durable ma-

entry, and the passage through it is a dark arched way, about 55 feet long; it is closed by two heavy doors, with wickets so placed as not to face each other.

Near the Hospital is part of the old French wall, about 50 feet high, which contains gentlemen's gardens.

THE CITADEL,

on Cape Diamond, is designed for a place of impregnable strength. It has been gradually progressing for a number of years, and is not expected to be soon completed. Admission may be usually obtained by application to the proper officers, and necessary information may be gained at the hotels. The British government intended to devote 5000*l.* per annum on these works; but as the money is sometimes delayed, they are occasionally exposed to some interruptions. In 1827 about 78,000*l.* were still thought necessary to render the citadel defensible.

Most of the works are new, though some parts of the old have been made to serve. They include five or six acres, on the very summit of Cape Diamond, and extend to the verge of the precipice, 348 feet above the St. Lawrence. There are to be four bastions and one demi-bastion, a ravelin, in advance of the western bastion, and other out-works. The walls are about 40 feet high, and built perpendicularly, of fine squared stone; the ditch being blasted out of the solid rock, and about 50 feet wide. After making two angles on the west of the gate, the new walls join the old.

The Casemates. Entering the gates and passing behind the wall, a continued line of large rooms is discovered following the wall, built of substantial brick work, and arched over head with such strength as to be bomb-proof. These rooms, which are known by the technical name of Casemates, are about 50 feet long, 20 wide, and 16 or 18 high, each to be

lighted by a door and two small windows, looking inward, and pierced at the other side, with five loop holes each, for musketry. These loop holes are on the new plan, narrow inside, and opening with steps faced with iron, to prevent musket shot from glancing in. There are to be about 40 casemates : these are all towards the land side, the natural defence of the precipice over the water being sufficiently strong to prevent the attempts of an enemy in that direction. The casemates will communicate with each other by folding doors, which may be thrown open the whole length of the bomb-proofs, and will then furnish space for the whole garrison (from 3000 to 5000 men) to parade at once.

The *Subterranean Passage* leads from a little staircase in the bastion next east of the gate, under the ditch, to a small out-work with two or three casemated rooms. The stairs are so narrow as to admit only one person at a time, and are constructed in a spiral form, and in the neatest manner. The passage, which is about 130 feet long, has also two branches where guards might be placed to prevent intrusion. The cooking rooms, for part of the garrison, are near the second bastion ; and over the whole are to be mounted large cannon.

Brock's Battery, a work of wood and earth, raised during the late war with the United States, is to be partly retained and converted into a Cavaliers' Battery. This, as well as the magazines, barracks, officers' quarters, &c. is within the works ; and at the corner next the river and town, is the old Cavaliers' Battery, a very heavy stone building, originally erected for the palace of the French governors of Quebec : below it, at the water's edge, Gen. Montgomery was killed. It has dark vaults, the walls are six feet thick, near the ground, and from the Telegraph on the top is one of the finest views that can be imagined : the broad surface of the St. Lawrence lies below, and stretches off far to the right and left ; the whole city

of Quebec is crowded together almost beneath you, while Point Levi, with its white buildings, is seen opposite, with a long stretch of lofty shores. Turning the eye in the opposite direction, the beautiful ridge of land, which begins many miles down the river on the northern side, and rises with a gentle swell from the shore, covered with the richest and most varied display of cultivation, offers a most delightful view over an extensive and fertile region, beautiful in form, divided into innumerable portions, cultivated by a dense and industrious population, and scattered with their clustered dwellings. On the left appears, among other villages, that of Lorette, with the Montreal road for nine miles almost lined with houses; and on the right that of Beaufort, occupying the ridge of the high ground, while a little beyond it is the chasm into which the River Montmorency plunges, with its famous cataract, just before it joins the St. Lawrence. All the horizon in that direction, and indeed from the west to the north, and quite to the east, is broken by ranges of fine mountains, some of them near and bold; and in other places, between them, distant blue ridges are disclosed, three, four, or five in succession. Tsonnonthuan Mountain, which has two summits and is 2000 feet high in the north-west, is the southern extreme of the granite range reaching from the Labrador coast to Lake Superior. In the south and south-west, where an aperture is left, is a distant and lower range, scattered with cottages. It may, perhaps, not be hazardous too much to say, that no scene in Canada, or the United States, can boast of a combination of objects comparable in variety and magnificence to those here presented to view.

Cape Diamond derives its name from the beautiful little rock-crystals, which are found in veins of white crystalized limestone, disseminated in the black limestone blasted out for the works. The quartz stones used in the walls are very fine, and are brought from three miles above the city. Of those prepared for

corner stones of a bastion, near the old governor's house, are homogeneous masses of granular quartz, weighing $1\frac{1}{2}$ or 2 tons, or even more. Some of the crystals are perfect and brilliant, though small.

There is a long staircase of many steps, leading from this elevated position down to the Lower Town by which it was originally intended to draw up heavy articles.

THE PLAINS OF ABRAHAM.

This interesting tract of ground, the field where Gen. Wolfe succeeded, by a bold and decisive blow, in capturing the city of Quebec in 1759, lies at only about the distance of a mile, and should not be neglected. Indeed it would be found amply to repay the trouble, to make a much longer excursion in that direction, as the road is fine and the country interesting.*

* After the battle of Montmorency, while the English fleet lay up the river, at one o'clock in the night of September 12th, 1759, Gen. Wolfe quietly transported his troops from the fleet into the boats, and cautiously passed down the river. He intended to land two or three miles above Cape Diamond, and get possession of the Heights of Abraham: but was drifted down so rapidly that he passed the place without discovering it, and then resolved to attempt a landing at Wolfe's Cove, just above the city. The shore is bold, and the rocks so high and steep, that only a few sentinels were posted along the precipices and the margin. This desperate enterprise, however, did not discourage the leader or his troops; but an hour before daybreak they had effected their landing, and commenced the arduous ascent by a narrow, broken path, at the top of which was stationed a captain's guard. As fast as the English reached the summit they formed on the level plain.

At ten o'clock Montcalm arrived from above, and a battle was fought, which decided the fate of Canada. Montcalm stationed 1500 sharpshooters in front but the British coolly stood their ground till the French were within 40 yards, when they opened their fire, and soon afterward terminated the engagement with their bayonets. The place where the greatest carnage was made, is near the river's bank, where the English left was closely engaged with the French right. The action lasted two hours, and in it both chiefs received their mortal wounds. Gen. Wolfe was shot in two or three places. When hardly any signs of life remained, news was brought that the day had declared for the British. "Then," said he, "I die content."

Passing out at St. Louis's Gate, you observe a number of handsome dwellings and gardens, until you get some distance beyond the towers, when you turn into the Race Course on the left side of the road. The foundation of a monument to Wolfe and Montcalm was laid in the city in 1827. The spot where Gen. Wolfe fell is near the corner of the fenced field, off towards the river. A little east of the place, is the remnant of a breastwork, with several angles, marked out by bushes, and commanding a fine view. The British line was first formed across the plain, and ran near the house by the road, and the battle was fought principally on that ground.

The Plains of Abraham are about a quarter of a mile in breadth, extending a great distance towards the west, with a gentle slope on each side, and so smooth as to offer an admirable field for the manœuvring and display of troops. From the old breastwork, not only this ground is overlooked, but the shipping in Wolfe's Cove, the opposite shore, the river to the next turn, &c. The spot appears, indeed, inferior in elevation only to Cape Diamond and the middle tower.

WOLFE'S COVE

is about a mile further west, or half a mile beyond the large house seen near the river's bank. A branch of the road leads off to it from the left, and descends to the shore by a passage cut out long since the time of Gen. Wolfe, as the cove is now a great deposite for lumber.

The course which he followed up the bank, lay along the channel of a little brook, which leads off to the right, while the road goes straight up the bank.

SIEGE OF QUEBEC IN 1775.

The scenes we have thus briefly recalled are not the only ones of a military character of which this commanding and delightful plain has been the theatre.

In 1775, soon after the commencement of the Revolution, the Continental Congress prepared an expedition against Canada. It consisted of two divisions: one under Gen. Montgomery came down Lake Champlain and took St. John's, Chambly, Sorel, Three Rivers, and then proceeded down the St. Lawrence to this place. The other, under Gen. Arnold, took the route through the wilderness of Maine for Quebec.

Arnold had 10 companies of infantry, besides 3 of riflemen, and one of artillery, with a few volunteers. They proceeded up the Kennebeck, but suffered so much from fatigue and scarcity that many fell sick, and one division returned. The remainder, however, reached Point Levi on the 9th of November, and alarmed the city. The batteaux had been removed, and the strong wind detained them from crossing, after they had been supplied by the Canadians. The English frigate *Lizard* and several other vessels were also in the river. He at length, however, effected a landing a little above Wolfe's Cove, and marching down the shore climbed up the rocks at that place, and surrounded the city without effect. He then retired 20 miles to Pointe aux Trembles, and waited for Gen. Montgomery, who arrived, after great trials, Dec. 1st, with about 300 men.

The two generals afterward marched to Quebec, and planting their mortars on the snow and ice, fired into the town with little effect. The small pox broke out, and the cold was severe; but the town was attacked at four points at once, in a snow storm, without success. Montgomery was killed, on the shore, about 100 yards from the foot of the railway, under Cape

Diamond. One detachment was taken, and Arnold retired three miles and intrenched himself.

THE FALLS OF MONTMORENCY.

Hire a coach, a gig, a caleche or a saddle horse, and set out, if possible, early in the morning. In a caleche, you will have the advantage of a guide in your driver. Pass through the Palace gate and a village divided from Quebec only by the wall, cross the bridge over St. Charles's river, which forms a regular serpentine, and enter the beautiful cultivated plain beyond. A Convent and hospital are seen about a mile on the left, and a handsome succession of fields is observed on both sides, divided by low palings. At the distance of a mile and a half the road passes several country houses.

Riding down the coast, at a considerable elevation from the river, many fine views are presented of the opposite banks, the isle of Orleans, the mountains of St. Anne and Tourmente down the river. The dwellings are small, and the inhabitants poor and numerous. The channel south of the isle of Orleans is the only one used by ships for some years past, but the northern has been surveyed recently. The latter is that by which Admiral Saguenay's fleet came up with Wolfe's army.

Beaufort is a village principally composed of such buildings, stretching for a great distance along the road. Just before entering it, some large mills are seen on the right, standing on a stream which crosses the path, and beyond there is a natural pavement formed of the horizontal rock. There is a small church here, with three steeples, prettily situated on the river's bank, with a patch of grass and trees around it; but it contains nothing worthy of particular attention.

On approaching the Montmorency, the road turns to

the left, and then to the right, on an extensive, smooth, and gradual ascent, part of which was the field of a bloody slaughter, suffered by a division of Gen. Wolfe's army, in 1759, a short time previous to his battle on the Heights of Abraham. The position of the armies will be more easily understood on reaching the opposite side of the river: it is therefore sufficient to remark here, that the French lines were bounded by the nearer bank, as the remains of their intrenchments on the left still testify; and that the British came up from the shore of the St. Lawrence on the right, to attack two of their nearest batteries, before the second of which they were cut to pieces.

Dismounting in a little wood and fastening the horses, you may proceed along the precipitous bank of the Montmorency, by a footpath, to see the falls from this side. As it is a difficult way, and the view more fine and unobstructed from the opposite side, it is hardly worth the trouble, unless you have plenty of time. You have to clamber rocks, pass down a long ladder, and stand on the verge of an abyss into which the cataract dashes. Water is drawn off here in a wooden race, for the supply of Mr. Patterson's great saw-mills, which are worthy of being visited.

It is better, therefore, to follow the road on foot, to cross the bridge (where you pay a *sous*), and entering the fields on the right, follow down the course of the river. There are several fine points of view, from which the falls appear to great advantage; but on account of the height and steepness of the banks, it is necessary to descend towards the St. Lawrence, and then return by the margin, to obtain a sight of them from below.

On the fine elevated point formed by the junction of the two rivers, and commanding an unobstructed view upon the St. Lawrence for many miles up and down, with several lofty mountains below, the isle of Orleans opposite, Quebec above, and the cataract close at hand, the British here took a strong position in July,

1759; and from this place made a bold, but unsuccessful attempt against their enemies on the opposite side. The remains of their intrenchments are plainly visible under our feet. The natural and artificial strength of the city combined, was enough, even in those days, to discourage any attempt against it from the water; and in order to prevent an approach by land, the French occupied two strong positions at a distance above and below it: the former at Sillery River, the other at the Montmorency. Wolfe here made a first, but unsuccessful attempt; and afterward, by a still more desperate blow, accomplished his wishes at the plains of Abraham. For an account of the battle of Montmorency, we refer to the note.* The best view of the cataract is to be enjoyed from the spur of the rock, which projects from the eastern shore: but the spray, which keeps the surface covered with a coat of green, will drench the clothes in a few minutes.

The height of the fall is said to be 240 feet; and

* BATTLE OF MONTMORENCY.

When Gen. Wolfe came to operate against Quebec in June, 1759, he posted his army on the island of Orleans while the fleet blockaded the port. At the end of that month General Monckton was sent over to Point Levi, and established himself there, whence he was able to fire upon the city. Above the river Montmorency, the landing was protected by the Marquis de Montcalm. Gen. Wolfe landed his troops at the mouth of the Montmorency during the night of July 31st, and erected a battery on the precipice north-east of the falls, the remains of which are to be seen. The French were intrenched along the opposite bank; and on the 31st of July, Gen. Wolfe sent his troops to ford the Montmorency below the falls, to storm their works. Some of Gen. Monckton's force from Point Levi in crossing with boats got aground, and difficulty ensued; but the landing was made in the afternoon on the beach to the right of the saw-mills. They came however too late: for the thirteen grenadier companies, with 200 Americans, who had landed before, refused to wait or to form, as had been intended, in four columns, but marched tumultuously round the rock, and rushed up hill in a mass towards the French works, at some distance back from the old redoubt on the point, which had been deserted. A warm fire however was directed against them, which cut down about 500 men, and they were obliged to retreat to the redoubt, whence they were ordered back to the beach to form. The enterprise was then interrupted by a severe storm, and finally abandoned.

the banks on both sides below form a precipitous and frightful precipice, of rather a curving form, of bare, sharp, slaty rock, whose strata incline from north to south, and the perpendicular veins run nearly N. W. and S. E. At low water the Montmorency may be forded, with some caution, where it was passed by the British troops ; but the tide rises fast and high.*

The Saw-Mills, built by Mr. Patterson, are situated behind the western shore of the Montmorency. They are all contained in one large building, where the water enters at the third story in three channels, moving six gates in the second story, and five in the first. These gates are collections of saws, containing 6 or 8 each, which cut up whole logs into planks or boards at once. The rafts of timber are stopped above the mill, taken apart, and thus floated down by a little canal, whence they are drawn up by machinery, several logs being bound together by a chain, and laid before the saws. Vast quantities of sawn lumber are generally to be seen here on the wharves, ready for shipping. The mill contains 80 single saws, besides 5 circular ones, which perform their work with great rapidity.

The *Baron Renfrew*, an immense timber ship, was launched from the island of Orleans in 1825. It was a built vessel, although of a rude construction. It was 305 feet in length, 60 feet beam, depth of hold 35 feet, from the keel to the taffrail 50, bowsprit 60 feet, main-mast above deck, 75 ; whole, 100 ; main yard 72. She was 14 feet between decks ; the tiller was 28 feet long ; chain-cable 120 fathoms 2½ inch iron ; the anchors weighed 75 and 90 cwt., and her measurement was 5,282 tons. She was loaded with timber in bulk, and carried above 6000 tons of it ; but was lost on the coast of France.

* A survey was made, in 1829, of the country in the rear of the existing settlements and grants between Quebec and the St. Maurice : the first great rocky mountainous barrier is at a distance of about five-and-twenty leagues from the St. Lawrence. In this space are found three great

THE VILLAGE OF LORETTE

may be taken in the way returning from Montmorency, if there should be time enough remaining (which is barely possible), and the ride along the high ridge leading in that direction, will be found delightful. Lorette is an Indian village, with a Catholic church, and the stranger may furnish himself with moccasins, belts, pipes, &c.

Route from Quebec to Boston. It is proposed, by the state of Maine, to open a road from Hallowell up the course of the Kennebeck river, to the Canada line near Quebec. There is a communication kept up to some extent between the two places, and considerable numbers of cattle are driven every year that way; but for a great distance it is necessary to pass through a wilderness, and in consequence of the want of inhabitants, there is no shelter to be found for man or beast, for several days' journeys. The names and distances of the principal places on this wild and unfrequented route, are given below. When the proposed road shall have been opened, it will be found a convenient way to New-England, for those who do not wish to return by Montreal, and will become peopled and frequently travelled. This is the route by which Gen. Arnold approached Quebec in 1775.

Quebec to the Chaudiere, or

Riviere du Loup 60 miles.

valleys, that of the Jacques Cartier, of the St. Anne, and of the Batiscan rivers. The settlements of Stoneham, Valcartier, and Fossambault lie in the first valley; the other two valleys are of considerable extent, and contain a large quantity of cultivable lands of good quality. These valleys are separated from each other by rocky highlands. On traversing the great barrier at the head waters of the Jacques Cartier river, we reach at the distance of half a mile the head waters of the Chicotimi river, which empties itself at the port of that name. This river is well known to the Lorette Indians, who represent the country through which it passes as altogether unsuited to culture.

Moose River	37	97
Forks of the Kennebeck	24	121
Upper settlement on do.	12	133
Hallowell	67	200
Boston	170	370

Another route *along the Penobscot* is also to be surveyed by the authority of the state of Maine.

Land route from Quebec to Montreal.

Upper road.

(The pleasanter.)

1st post Lorette,	16	miles.
2d Jacques Cartier,	16	
3d Deschambeaux,	16	
4th St. Anne,	16	
5th Batiscamp,	8	
6th Champlain,	9	
7th Aux Cayes,	8	
8th Trois Rivières,	6	

Lower Road.

1st post, Cape Rouge,	9
2d St. Augustine,	9
3d Pointe aux Trembles,	8
4th Ecureil,	9
5th Cape Sante,	9

(Garneau's inn, called "*the Three Sisters*," is excellent.)

6th Deschambeaux, &c.	8	miles.
-------------------------------	---	--------

Under the administration of Gov. Craig, in Canada, a road was opened between this province and the present territory of Maine; and the inhabitants of the states continuing it, a stage coach actually ran from Quebec to Boston, which is 270 miles distant. It was afterward neglected; and the road became so much overgrown, that it would require clearing again to be useful.

ROUTES FROM QUEBEC.

ROAD FROM QUEBEC TO MONTREAL.

For remarks on the advantages of travelling by land on the St. Lawrence, compared with those offered by the steamboats, see page 211, recollecting that the passage in the latter is several hours longer up the river than down. The country for some miles above Quebec is more varied in its surface, than that below Montreal; and caleches and gigs may be obtained here as well as there. It is to be hoped that regular stage coaches will soon be established on the road. On page 236 is an enumeration of the villages and best inns. The former are generally nine miles apart, but the distances are particularized.

Steamboat. Engage an early passage to Montreal. In 1828, the shortest passage ever known was made in a steamboat to Montreal, in about 23 hours.

Leaving the dock, you pass under Cape Diamond, nearly at the foot of which *General Montgomery* was killed in 1775.

Wolfe's Cove is about a mile beyond. See page 229.

For the other places along the St. Lawrence, see the map, and the notices of them in the route from Montreal to Quebec.

Rapids of Richelieu, page 218.

Three Rivers, page 217.

Lake St. Peter, page 216.

William Henry, or Sorel, page 215.

Montreal, page 199.

See the route from *Montreal* to *Lake Ontario* and *Niagara*.

FROM MONTREAL TO LAKE CHAMPLAIN, AND THE UNITED STATES.

Those who are returning by this route, may be advised to cross to Longueuil instead of La Prairie, and go to St. John's by the way of Chambly. The distance is nearly the same, the passage of the river is effected in a good horseboat, the country is much finer and better cultivated, and the old castle or tower of Chambly is of some interest for its history. It will be necessary, however, to make particular arrangements for a carriage, and to take every precaution to arrive at St. John's in season for the steamboat. From Montreal to Longueuil 3 miles, Longueuil to Chambly 12, thence to St. John's 15.

CHAMBLY.

This is a small village. Near the middle of it stands the old fort, on a point, surrounded by a ditch. It is an old square building, perhaps 180 feet on each side, with bastions at the corners, but incapable of withstanding heavy cannon. This fort was taken by Majors Brown and Livingston, in 1755, who were sent out with a strong detachment by Gen. Montgomery, while he was besieging St. John's. The garrison, being very feeble, surrendered.

St. John's : see page 194.

In the last war the British had 6000 men bottled here for a year and a half.

PASSAGE FROM ST. JOHN'S TO WHITEHALL.

Four steamboats run from St. John's to Whitehall. They go every day.

St. John's.

Isle aux Noix

10 miles

Rouse's Point	11 miles.
Chazy	12
Plattsburgh	15
Port Kent	8
Burlington*	10
Charlotte, Essex	15
Port Clinton	10
Dalliba's Works, {	
Port Henry, {	9
Chimney Point	12
Ticonderoga	15
Whitehall	25

For the principal places on the lake, see the Index.

At the time when Gen. St. Clair evacuated Ticonderoga, in 1777, the following arrangements were made for retreat. The baggage, hospital furniture, sick, park of artillery, stores, and provisions, embarked under Colonel Long, under strong convoy, in 200 bateaux and five armed galleys. The main army went via Castleton, with St. Clair at the head and Col. Francis in the rear, and the general rendezvous was at Skenesborough (Whitehall.) A house which took fire on Mount Independence attracted the attention of the British, who soon began the pursuit. Gen. Frazer, with grenadiers and light troops, with Reidesel behind him, followed by land; while Burgoyne cut through the boom and bridge, and sailed up Wood Creek. His gun-boats and ships overtook the American flotilla, took two galleys, blew up three, and the Americans set fire to the rest and fled on to Fort Anne.

On leaving Ticonderoga, the lake soon becomes much narrower. At about nine miles distance, the *Scotch Farms* are seen on the western shore. They are in the township of Putnam, and present an aspect less wild than most of the surrounding scenes.

Looking back on Ticonderoga from this place,

* From this town there is a fine road to Boston.

Mount Defiance appears at about nine miles distance. It descends on the left to the Scotch Farms, which are principally cleared land, and is a good landmark. Beyond it is another mountain sloping like it. Ticonderoga here appears to close up the passage of the lake, with Sword's Point on the left.

THE FOUR CHANNELS.

Fourteen miles from Whitehall, the lake suddenly contracts itself into four narrow passages, between two ranges of mountains, which in some places present perpendicular precipices ; and its bed, at low water, appears almost entirely occupied by a little meadow of the brightest green, through which the channels wind with beautiful serpentine. The scene is highly picturesque, the rocky points on both sides being so abrupt as to seem as if forcibly parted by an earthquake, or a very swift and powerful stream. Every distant object is entirely shut out, and the banks present a striking aspect of wildness and seclusion.

Some distance beyond, where the creek enters a small tract of level ground, it passes between two remarkable rocks, with precipitous banks like walls, about 50 feet high, like great natural bastions erected to guard the straits.

A succession of beautiful little serpentine are passed, with ragged precipices, and many little patches of level ground on the margin of the water ; while on the eastern side the tow path accompanies the bank.

SOUTH BAY

opens to the south, and runs down five miles between high mountains. Here the creek takes a sudden turn to the east, communicating with the bay by a little channel sometimes scarcely 20 yards across. General Dieskau took this route with his army, in going towards Fort Edward, in 1755.

Deer are sometimes seen here in passing. On the eastern side of the bay, on the mountain, is a natural ice-house about four miles off.

(A precipice on the east is a good mark of the approach to South Bay, in going up.)

The Devil's Pulpit is a singular cavity in the face of a bare precipice on the eastern side of the creek, at a considerable elevation, in the form of a wedge, and so regular as to seem a work of art, although probably made by the falling of a mass of the rock.

Distant mountains open to the view in front, as we proceed, with ranges of willows on the shore.

The Elbow is a narrow part of the creek, with two short turns, through which the passage requires a very exact helm.

EAST BAY

strikes off at the first bend, and makes up five miles, along a romantic country. A sugar-loaf hill will be observed at a little distance on the right, which rises above Whitehall, and makes the approach to that place quite picturesque.

WHITEHALL.

On the top of a rock over the harbour was formerly a battery, and in the town a blockhouse. Numerous boats and great quantities of lumber are usually seen here, as the Champlain or Northern canal begins at the bridge, where are two locks, with a sluiceway, and a rocky channel.

Inns.—Rock's and Wing's.

The heights at this place were occupied by Burgoyne's right wing, while he was preparing to march towards Saratoga; his centre was formed by Gen. Frazer; the Brunswickers, on the left, rested on the river of Castleton; and the Hessians were at the head of East Bay.

Roads.—Stage coaches go south, on the arrival of the steamboat in two directions: one on each side of Wood Creek and the Hudson river. That on the west side is recommended to those who are going directly on to Albany, as it passes along the route of the Champlain canal, by the "Surrender Ground," and near the "Battle Ground of Bemis's Heights." Coaches also go to the Springs.

The survey of a canal route from Rutland to Whitehall, N. Y. gives a descent of 211 feet, and an ascent of 274—the distance is 24¹ miles. The height of land is west of Poultney river, 7 miles from Whitehall.

ROAD TO BOSTON, 178 m.

through Walpole: See "*Index*."

TO ALBANY, on the eastern side of the Hudson,
79 m.

West Granville	11 miles.
East Granville*	3
Hebron	9
Salem	8
Cambridge	16
Pittstown	13
Lansingburgh	10

* *Saddle Mountain*, whose lofty ridge will be seen from almost every point in this vicinity, is said to be 4,000 feet above the ocean, and 2,800 feet higher than the site of Williams' College. It derives its name from its resemblance to a riding saddle. Snow lies late upon its top, where the climate is so cold as to admit only a stunted growth to the spruce, yellow birch, beech, fir, mountain ash, and other trees which are there to be found. Vegetation is there more than a month behind the valleys below. An excursion to the summit is not very difficult, and affords fine views. The Catskill, Watchusett, Monadnoc, and Mount Holyoke are visible.

A *Mineral Spring* is situated about 1½ miles north of the College in Williamstown, and a few hundred yards east of the Albany road. It is a tepid water and resembles that of New-Lebanon—temperature 75 Fahrenheit. Mr. West's house affords accommodations, baths, &c. to lodgers: and the spring has proved beneficial in cutaneous cases.

Troy	3 (see page 50)
Albany	6 (see p. 39 & 46)

TO ALBANY, on the west side of the Hudson, 68 m.

Fort Anne 12

Fort Edward 9

Here a coach passes to Saratoga Springs.

Fort Miller 8

Schuylersville 6 (see page 159)

British Lines 7 (see page 136)

Passing Bemis's Heights,

Stillwater 8

Borough 3

Waterford 8½

New Mohawk Bridge 1 (see p. 54 & 129)

The road accompanies the course of Wood Creek, which is dammed and used for a canal, to which its narrowness and depth give it a strong resemblance. This creek is famous in the history of the operations in this region during the Revolutionary and French wars; and after repeated exertions to clear it of the logs, &c., by which it was obstructed, it bore the troops sent against Canada, &c., which often passed by this route, from the days of Queen Anne. The scenery is agreeable, though rough; and there is little cultivation off the road.

Half a mile north of the village of Fort Anne, Wood Creek makes an elbow to a ledge of rocks, so near that there is but little space for the road between. Here Col. Sterry was overtaken, in the retreat from Ticonderoga, in 1777, by Burgoyne's troops, and an engagement took place, memorials of which are occasionally found in the soil to this day. A little south, on the brow of the hill, a quarter of a mile from the stage house, stood Fort Anne, in the Revolution.

The old fort of the same name, built many years previously, and known in the French wars, was about

half a mile south of the village, on a gentle eminence a little east of the road, where some remains of the old intrenchments are still to be seen.

The remains of *Burgoyne's Road* begin about two miles south of Fort Anne, at the foot of a hill, and are traced about three-fourths of a mile, near the present road to a wood. It was formed of logs, and found necessary, to render the country passable with his cannons and baggage wagons. The labour necessary for its formation, superadded to that of clearing Wood Creek of the obstructions which Gen. Schuyler had thrown into it after the retreat of the Americans, was one great cause of the delay of the British army, on this part of the road—a delay which allowed the people time to resume their spirits, and the officers to lay plans, obtain resources, and prepare for the sanguinary scenes at Bemis's Heights and the surrender at Saratoga.

French Mountain opens to view a little beyond, with a succession of high grounds in the direction of South Bay, Lake George, &c.

About half a mile above Fort Edward, stands an old tree, which marks the place where was perpetrated

THE MURDER OF MISS M'CREA.

Miss M'Crea lived in the village of Fort Edward. In the Revolutionary war, a young man named Jones, to whom she was betrothed, having attached himself to the English cause, and joined their forces in Canada, was invested with a captain's command in Gen. Burgoyne's army. After the retreat of the Americans from the lake, and while the British were approaching, he sent a party of Indians to Fort Edward to bring his intended bride to him, that he might secure her safety. She was very unwilling to proceed with her savage conductors on the road towards Fort Anne; and had gone only half a mile when the Indians stopped to drink at a spring which still flows by the

way side. While here they were met by another party of Indians despatched to hasten them on. Those who came last attempted to take her under their charge ; but the others, being determined not to give her up alive, bound her to a tree that is yet standing near the spring, and shot her dead with their muskets. Locks of her hair were borne to her lover to prove that the Indians had performed what they considered their duty to their employer.

This story rang through the country ; and it was reported that Gen. Burgoyne encouraged, or, at least, permitted the murder. In indignant terms he denied the charge ; and there appears no probability that he had the least knowledge of it. He, however, was justly chargeable with a great offence against humanity, in bringing tribes of savages in his train, whose barbarity he could never be sure of restraining.

FORT EDWARD.

This village was built in the neighbourhood of a fort raised during the war of 1755, for the defence of this point of the river. It was first called Fort Lyman after Gen. Lyman, of whom we have already had occasion to make honourable mention at Lake George. This spot was formerly called the First Carrying Place, being the point where, in the expeditions against Canada, the troops, stores, &c., were landed and taken to Wood Creek, a distance of 12 miles, where they were again embarked.

BAKER'S FALLS, at Sandy Hill,

are worthy of particular attention, and are seen to great advantage from some parts of the bank. The whole descent of the river at this place is about 75 feet.

FORT MILLER.

The village still retains the name of a fort erected on the west side of the river, in former times. It was a work of insignificant size, situated on the bank and near

MILLER'S FALLS.

The descent of the river here is rapid, and over a broken channel. The falls were formerly considered impassable with safety, until Gen. Putnam performed it while stationed at Fort Miller, in the French war.

THE GREAT DAM.

Above Fort Edward, a large and expensive dam has been built across the river, and a canal cut along the bank to open a passage for boats. [The dam is 900 feet long.]

[For places on any route selected by the traveller, see the Index.]

TOUR OF NEW-ENGLAND.

To Travellers going Eastward from New-York.

It is recommended to the stranger who is travelling eastward to see the country, to determine on some plan for his journey before setting out. A stage coach*

* The coach sets off for New-Haven every morning at 8 o'clock, from Jaques's stage office, in Cortlandt-street, passing through Harlem on Manhattan Island, West Chester, East Chester, New Rochelle, Mamaroneck, and Rye, in the state of New-York; and Greenwich, Stamford, Darien, Norwalk, Fairfield, Bridgeport, Stratford, Milford, and Orange, in Connecticut.

In Harlem, the road passes near the East river, and gives a view of Hell Gate.

Beyond Morrissania, the estate and mansion of the Hon. Gov. Morris is

goes every morning to Connecticut, and onward; but this is not the most agreeable route. Steamboats go from New York to the following places on the northern shore of Long Island Sound: Norwalk, Stamford, Stratford, New-Haven, Connecticut river (and up that to Hartford), New-London (and Norwich), Newport (and Providence).

EAST RIVER.

Leaving New-York, in any of the East river steamboats, the traveller has Brooklyn on the right (now the third town for size in the state, and strictly a suburb of the capital).

The *Navy Yard*, just beyond.

The *Railway*, for ships, is above, on the west side.

On the right: one of the finest for tastefulness and extent in this part of the country. (See *Battle of White Plains*, page 22.)

In the town of Horseneck, 33 miles from New-York, is a steep hill ascending towards the north, down which General Putnam once effected his escape from several British officers and soldiers during the revolutionary war, when returning from a scout. He drove his horse hastily down the rocky hill side, a little east of the road, and near the fence, and saved so much distance as to elude his pursuers.

West Chester, and the country about it, were at that period neutral ground: and Mr. Cooper, the novelist, has made them the scene of his popular tale—"The Spy."

In the town of Fairfield, 53 miles from New-York, a mile or two before reaching the village, is a low, level piece of ground, on the right-hand side of the road, which was formerly an almost impenetrable swamp, and, at an early period of our history, was the scene of a bloody slaughter. It was hither that the remains of a powerful and terrible nation of Indians, called Pequods, having fled from their country about New-London and Groton, after the destruction of their fort at Mystic by Capt. Mason, in 1636, were either killed or taken captive. This was their last and total defeat, and extinguished their name as a nation. Much of the ground has been cleared in modern times; and some relics have been found to confirm the traditions of the neighbourhood.

This place was burned by the British in the Revolution. Danbury, an inland town, was also burned, with extensive public stores, and an action was fought in which Gen. Wooster fell.

On the east side of Housatonnuc, or Stratford river, a mile or more above the bridge, was once a fort, built by the Indians of the place, to secure themselves against the Mohawks, who had subjugated most of the country on the western side of Connecticut river before the arrival of the English. It has been proposed to make a canal along the course of the Housatonnuc.

The old *Penitentiary and Fever Hospital* are just above, on the shore.

Blackwell's Island.—The new Penitentiary has been erected on this insulated spot, which offers many advantages for such an institution. The building is about 1000 feet from the south end of the island. Its foundation, which is solid rock, is about 20 feet above high water mark. The building, which is 200 feet in length by 50 in breadth, will contain 240 cells, each 3 feet by 7, and separated by a partition 2 feet thick. Opposite each cell there is an aperture in the outer wall, through which the inmate will receive a sufficiency of fresh air. The interior is upon the plan of the State Prison at Sing Sing, with the exception that the gallery around the cells is of iron instead of wood, the ascent to which is by a geometrical staircase. The doors to the cells are all of iron—indeed, the only wood in the building is in the roof, which may even be burned off without the least danger to the rest of the building. The stone of which the walls and floors are made, is the common *gneiss*, and was all quarried on the island and hewed by the convicts. The lime used in constructing the prison, was also burned on the island. Four sentinels are placed on elevated platforms in different parts of the island, who are allowed no intercourse either by word or sign with the prisoners. They are marched rank and file to their meals in a temporary building prepared for the purpose, where they also dispose themselves for sleep at the word of command, and sentinels march between their ranks during the night. No spiritous liquor is allowed to be brought upon the island. Four excellent springs of water afford them drink.

The island is $1\frac{1}{4}$ miles in length and about 600 feet in width, and will yield abundance of vegetables. It was the design of the Corporation in purchasing this island, to make it the seat of punishment in all its forms. At the extremity of the island, opposite the Penitentiary, will be another for females—and between

this and the overseer's house on each side, will be two other buildings for vagrants of both sexes.

At *Hell Gate*, numerous objects present themselves on entering the bay. On the distant high ground, west, is seen the Lunatic Asylum; a white blockhouse on the hill on the east side; below it, an old fort by the water; and a number of handsome country houses along the green shore on the left. The first of these is Commodore Chauncey's, next, Mr. Schermerhorn's, then, Messrs. Prime's, Astor's, &c. The surface of the river is broken by several rocks, and by the agitation of the water, particularly at the whirl called the Great Pot, a little north of the fort, and the rapid current on the opposite shore known by the name of the Hog's Back. In coming from the north, almost the first view of New-York is here presented, between the western shore and Blackwell's Island, with a shot tower on the right.

NEW-HAVEN.

Tontine Hotel. Stage House (Stone's). Several private boarding-houses. This is decidedly one of the most beautiful towns in the United States. The soil is not very good, and the situation is low; the town (or rather city) is laid out in squares, with straight and broad streets, and the elevated ground in the neighbourhood renders the approach very fine from almost every direction. It stands at the head of a spacious bay, with a lighthouse on the eastern point, a small fort on the shore, another on Prospect Hill, and two Bluffs, called East and West Rocks, 2 or 3 miles behind the town. A more distant peak is seen between them, which is Mount Carmel. The long wharf is three quarters of a mile in length. The steamboats stop at the bridge, where carriages will be found in waiting to take travellers to the centre of the town, which is more than a mile distant.

On the shore, near the bridge, is a large building in

tended for a steamboat hotel, but now occupied as a *School for the education of Boys*, by the Messrs. Dwight. The system resembles that of the Round Hill School at Northampton. The streets of the town are regular and pleasant, forming squares, one of which is a green surrounded by rows of elms, with three churches and the new State House in the middle, and the College buildings occupying the western side, presenting a scene probably not equalled by any town of this size in the United States. The abundance of fine trees, the neatness and beauty of the dwellings, the good society of the place, and the distinguished position it holds as a seat of learning, render New-Haven the resort of a great number of strangers during the travelling season, and the temporary residence of not a few.

Connecticut School Fund.—This fund now amounts to \$1,882,251, or nearly two millions of dollars. By means of this fund, the government of the state is enabled annually to return to the citizens nearly twice the amount withdrawn in taxes. It enables parents to educate their children almost gratuitously.

There is a Hopkins's Grammar School in the town, and a number of Boarding Schools for young ladies, with instructors in every branch of useful and ornamental education. A flourishing *Lancasterian School* in this place contains about 200 boys.

Yale College.—This institution, however, is the principal object which will attract the attention of the stranger. It was founded in 1701, and first located at Killingworth, then removed to Saybrook, and after a few years permanently fixed in this town.* The first building was of wood, and stood near the corner of College and Chapel-streets. There are now four buildings for students, each containing 32 rooms; a Chapel, with a Philosophical chamber and apparatus,

* The expense of tuition, room, &c. for a year, is about \$50—of board in Commons, about \$75

an Observatory and a Lyceum, with recitation rooms and the library. In the rear are the Gymnastic apparatus, the Commons Hall, in a small building with the splendid Mineralogical Cabinet above, which is the finest collection of the kind in the United States, lately purchased from Colonel Gibbs of New-York. In another building is the Chemical Laboratory, where Professor Silliman delivers his lectures. The institution contained, in 1829, 496 students, distributed as follows:—Theological Students, 49; Law Students, 21; Medical Students, 61; Resident Graduates, 6; Seniors, 71; Juniors, 87; Sophomores, 95; Freshmen, 106.

An Observatory has recently been erected, after the model of the Tower of the Winds at Athens, and in like manner surmounted with a Triton.

Next north of the College is the house of President Day, and the professors have pleasant residences in the town. The new State House and the churches on the green, present a remarkably fine appearance; with the College buildings and numerous elegant houses around it.

The *Medical Institution* is at the north end of College-street. Like many other buildings in the place, it is of rough stone, covered with plaster. The canal passes just in the rear.

In 1826 there were 336 students who received degrees in all the colleges of New-England. The number of students in all the Medical Schools in the United States in that year was about 1700.

Colleges in New-England.—There were 1399 students in all the New-England Colleges in 1827, of whom 130 belonged to Maine, 131 to New-Hampshire, 146 from Vermont, 431 from Massachusetts, and 196 from Connecticut.

[According to the Registers of the several States, there are in New-England, exclusive of Rhode Island, 1,633 ministers of the Gospel, viz. 862 Congregationalists, 605 Baptists, 167 Methodists. 72 Episco-

papists, 15 Presbyterians, 85 Freewill Baptists, 24 Universalists, and 6 Christians. Of these 228 are in Maine, 241 in New-Hampshire, 284 in Vermont, 497 in Massachusetts, and 383 in Connecticut. In proportion to the population, the ministers of all denominations are, in New-Hampshire, as 1 to 1,013 ; in Massachusetts, as 1 to 1,052 ; in Connecticut, as 1 to 718 ; in Vermont, as 1 to 830. Of the Congregational ministers, 101 are in Maine, 111 are in New-Hampshire, 114 in Vermont, 352 in Massachusetts, and 184 in Connecticut ; being to the whole population respectively, as 1 to 2,952 ; 1 to 2,199 ; 1 to 2,068 ; 1 to 1,486 ; and 1 to 1,495. It should be noticed, however, that the Registers are not perfectly accurate, and that we are obliged to compare the population in 1820 with the number of ministers in 1827. There are thought to be about 10,000 schoolmasters in New-England. The militia of Connecticut, officers and privates, amount to about 23,000 men.]

A General Hospital Society for the state of Connecticut was founded in 1828 ; and the building is to be erected in New-Haven.

The *New Burying Ground* is situated opposite the Medical Institution, and occupies a large extent of land, partly planted with poplars, and containing a great number of beautiful ornaments, of different designs. It is considered the most beautiful cemetery in this country.

The *Old Burying Ground* was in the middle of the green, in the rear of the Centre Church, and there are to be seen two ancient stone monuments, of a small size, which are supposed to mark the graves of two of the regicide judges, Whalley and Dixwell, although there is much doubt on the subject. (See Stiles's Judges.)

NEW-HAVEN AND FARMINGTON CANAL.

This work was commenced about three years ago, and is designed to afford a navigable boat channel, to the Massachusetts line in Simsbury, where it is met by the *Hampshire and Hampden Canal*, which is to strike Connecticut River at Northampton. By an act passed in 1828 by the legislature of Massachusetts, this work may be continued along the course of the river, and the associated companies extend their views to the construction of a Canal to Barnet in Vermont. The Company for the Improvement of Connecticut River are, at the same time, pursuing a system, which will be hereafter more particularly adverted to.

The New-Haven and Farmington canal, commencing near the head of the wharf in this city, is crossed by the traveller in going up from the steamboat, near the market. The basin is large and commodious; and the canal, passing through a part of the city, and bending round along the outskirts, on the north side, intersects several streets, by which it is crossed on handsome bridges. With a gradual ascent, the canal passes somewhat circuitously up the valley which opens towards Mount Carmel, between East and West Rocks; and one of the stage roads to Hartford, which passes through Cheshire and Farmington, affords many views of it in different places. When the whole line shall become navigable, it will be an attraction to many travellers, and in a future edition, the objects along it may be particularized.

The rates of toll established in 1828 were—10 cents a mile on every packet boat, and 3 cents on every passenger; 2 cents a mile on freight boats of less than 20 tons, and 3 cents on larger ones; 1 or 1½ cent per mile, on most heavy articles per ton, in boats, and ½ cents in rafts.

The first part of the canal passes through an easy

and natural channel, where is little variation in the surface; and introduces us to the beautiful and fertile meadows at Farmington. The upper part, however, and particularly the Hampshire and Hampden Canal, required much lockage; but the irregularity of the country will present an interesting variety of scenery. Jocelyn has published an elegant and valuable map of the canal and adjacent country, to the Canada line.

There are pleasant rides in various directions from New-Haven, the roads being numerous, and the face of the country favourable. The two mountains command extensive views, and though the access is rather fatiguing, the excursion is recommended to those who are fond of such enterprises.

The *Judges' Cave* is on the summit of West Rock, about a mile north of the bluff: and the way to it leads near Beaver Pond, and Pine Rock (on the south side of which is a small cave), then between Pine and West Rocks. You here turn off the road to the left, by a path across a brook: and a guide may usually be obtained at a small house just beyond, who can show a horse path to the summit.

The cave is formed by the crevices between seven large rocks, apparently thrown together by some convulsion. It is small, and entirely above ground, with a rude rock, like a column, on each hand. That on the right contains this inscription,

“Opposition to tyrants is obedience to God,”

to remind the visiter that the place once afforded shelter to Goffe and Whalley, two of the judges of king Charles the First, who escaped to the colonies and secreted themselves for some time in this solitary place. They were supplied with food by a family which resided near the foot of the mountain, and a little boy was despatched for them every day, who left a basket of provisions on a rock, without knowing what cause he was subserving. The place commands

an extensive view upon the country below, with a large tract of Long Island, and the Sound.

The *Manufactory of Muskets* is 2 miles north of New-Haven, on the road to Hartford, by Meriden, and at the foot of East Rock. It was established by Mr. Whitney, the well-known inventor of the Cotton Gin. The machinery is carried by the water of a small river, and the houses of the overseers and workmen make a pretty appearance on the shore. Muskets are made here in all their parts, many of them for the arsenals of the United States. It is designed to make the arms so much alike, that the parts may be applied indifferently to all that proceed from the same manufactory. It is not found possible, however, to accomplish this object to the full extent desired.

ROAD TO MIDDLETOWN.

Northford	10 miles.
Durham	8
Middletown	6

(For a description of this beautiful town, see beyond.)

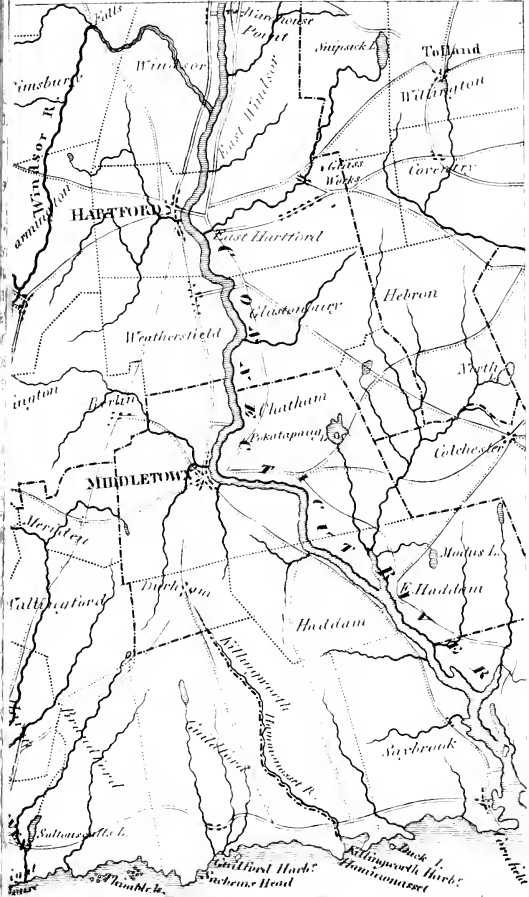
Beyond New-Haven in Long Island Sound, lies a cluster of islands called the *Thimbles*, famous in the traditions of the neighbouring Connecticut coast, as the ancient resort of Capt. Kidd, a notable pirate, whose treasures of solid gold, it is still believed by some, are concealed somewhere hereabouts. Within this labyrinth of islands and headlands is a little secluded bay or inlet, capable of containing only one vessel at a time, which bears the name of Kidd's Harbour. There is also his island, his chair, and his 'punch bowl.' There are several houses along the shore, within a few miles of this place, which are resorted to during the warm season by a considerable number of visitors from the interior, for the sake of bathing in the salt water, and eating lobsters, black fish, and oysters. In September and October, ducks

may be found in great quantities near the shore, and black fish are caught in considerable numbers; but the best fishing is further east, at New-London, Newport, &c.

[As it is necessary, in a work like this, we have undertaken to pursue some definite course, and to mention places and objects in the order in which they will probably occur to most travellers, we shall here leave Long Island Sound to proceed up Connecticut River, and only refer the reader to the Index for an account of the coast beyond, and the following subjects and places: New-London, the Thames, Norwich, the Mohicans, the Pequods, Saccacus's Fort, Mystic Fort, the Narragansett shore, Newport, Providence, &c.]

SAYBROOK.

At this place was the first settlement made by Europeans on Connecticut River. It was done at the earnest solicitation of many of the rightful proprietors of the country on its banks, who had been despoiled of their possessions by their formidable enemies, the Pequods. The River Indians, as our old histories usually denominate the former, twice made application to the English at Plymouth and at Boston, to obtain settlers upon their native soil, offering to give them land enough, and to pay 200 beaver skins annually for the benefit of their society. But the undertaking was considered too hazardous, and it was not until the year 1635, when the Dutch at New-York showed a determination to seize upon the country, which they claimed as their own, that a small detachment of men was sent from Boston by water to prepare for opening a trade with the Indians, and to build a fort at the mouth of the river. Their haste was soon justified by events: for immediately after their landing, a Dutch vessel entered and proceeding up to Hartford, landed a body of men who soon established themselves in a fort they called



Good Hope, on a spot they obtained from Pequod usurpers.

The settlement of Saybrook was begun under a grant made to Lord Say and Seal, Lord Brook, and others, by George Fenwick, Esq. who fled to this country with his family. The old fort stood near the present fort hill, upon an eminence which has since been destroyed by the waves ; and the ground immediately behind it was afterward occupied by the fields and habitations of the colonists. It was expected from the first, that the situation would render the place a great city ; and after the fear of the Indians had subsided, the whole peninsula, which bears the name of Saybrook Point, was laid out with the greatest regularity into fields of an equal size, except such parts as were reserved for the erection of public buildings. Yale College was placed here for a time, and a great number of emigrants were once collected in England, and prepared for a voyage to this place. Some persons of high rank and importance were among them, and it is a well-authenticated fact, that Oliver Cromwell had determined to embark in the enterprise, and was once on the very eve of quitting England for ever, when some unforeseen occurrence prevented him.

The want of a harbour, and the obstacles presented to a free navigation by a large sand bar at the mouth of the river, have effectually prevented the expectations of the settlers of Saybrook from being realized ; and no remains of their works can now be discovered, except in the rectangular forms of the fields, and the cellars of some of their dwellings, just beyond the burying ground, the foundation stones of which have since been employed in building the neighbouring fences. One of the largest excavations is said to have been the cellar of the old college building. The soldiers were frequently attacked within a short distance of the fort by the Pequods, but they afterward ran a palisade across the isthmus which leads from the mainland.

CONNECTICUT RIVER.

The shores present a continued succession of hilly and picturesque country, with few interruptions of level land, from a little above Saybrook as far as Middletown. The roughness and rocky nature of the soil prevent the cultivation of many mountainous tracts: yet there are farms enough to give a considerable degree of softness to the scenery. The variety of rocky and wooded banks, mingling with little patches of cultivated ground, and the habitations scattered along the river, is very agreeable, and often affords scenes highly picturesque and delightful.

ESSEX,

7 miles from Saybrook.

This place was formerly called Pettipaug. It is a small village, situated on the ascent and summit of a handsome elevation, and contains a church and one or two other public buildings, on a conspicuous position. Just above it is an island of some extent, which divides the river and gives it an unusual breadth. During the late war with Great Britain, this place was taken by the enemy, who came up the river in launches, and taking the inhabitants by surprise, occupied the town for a few hours.

Some distance above this place the channel lies so near the eastern shore, that the steamboat passes almost under the trees by which it is shaded.

Joshua's Rock is on the same side of the river, a little below Brockway's Ferry. It is said to have derived its name from the son of Uncas, Sachem of the Mohicans (see *Norwich*), who, according to a tradition current in the neighbourhood, being once closely pursued by enemies, threw himself from the top of the rock, and perished in the river.

WARNER'S FERRY, 13 *miles* from Saybrook.

EAST HADDAM.

The landing place here is rocky, mountainous, and wild, and a good specimen of a large portion of the town to which it belongs. Gen. Champion has a fine house built among the rocks above, which adds much to the appearance of the place. This region is famous for a kind of earthquakes and subterranean sounds, which were formerly common for a short distance round. They gave occasion to many superstitious reports, but have ceased within a few years. They were called *Moodus Noises*, after the Indian name of the place. Large beryls are found in the neighbourhood, and many other minerals interesting to the scientific traveller.

HADDAM

is built on an eminence 50 or 60 feet high, which appears like the remains of an old bank of the river, descending a little meadow which is covered with orchards, grazing ground, &c. while a range of commanding hills rise beyond.

HIGGENUM

is one of the little landing places so numerous along the river's course, 2 miles above Haddam.

MIDDLE HADDAM, 2 *miles*.

This is a pleasant country village, stretching along a hill covered with orchards and house lots, and backed by higher and wilder eminences. It is about 5 miles below Middletown.

Looking down the river from a little above this place, a large and beautiful hill is seen, which affords the richest scene of cultivation on this part of the river, being entirely covered with fields and orchards. A large wooded eminence is a little higher up, and several high hills, almost worthy of the name of mountains, are visible in the north.

THE NARROWS.

Here the river turns abruptly to the west, and flows between two lofty hills, which it has divided at some long past period, before which, there is every reason to believe, the country for a great distance above was covered by a lake. A mile or two eastward of this place, there is the appearance of an old channel, where the water probably ran, at a great height above its present level.

The *Lead Mine* is a short distance from the southern bank of the river, near two or three old houses.

Fort Hill is the last elevated part of the southern bank. It was formerly a little fortress belonging to Souheag, an Indian chief, whose dominion extended over the present towns of Middletown, Chatham, and Wethersfield. The large buildings on the hill in Middletown were erected for Capt. Partridge's Academy.

MIDDLETOWN

is beautifully situated on the western bank of the river, where the water is spread out to a considerable breadth, and disappears so suddenly at the Narrows, that from many points of view, it has the appearance of a small lake, with high, sloping, and cultivated shores. This is a most agreeable residence for strangers, particularly for families, during the pleasant seasons of the year, and will no doubt be soon supplied with more numerous and extensive accommodations.

A large hotel has recently been built, which is kept

by Mr. Newton. *Mr. Camp's* and *Mr. Boardman's* (in the same street) are large inns.

The Quarries of Freestone, on the opposite shore, have furnished a valuable building material for some years, and have been worked to a considerable extent.

Manufactories. Cotton, Woollen, and Rifle Manufactories, and three machine shops, are near the bridge at the south end of the street. Col. North's Pistol Manufactory is situated two or three miles west of the town. There are also Starr's Rifle Factory, Johnson's Sword Factory, the Pameacha Woollen,* Spalding's Tape, and Pratt's Comb factories.

There are various pleasant rides in this neighbourhood, particularly to two picturesque *Water Falls* in Middlefield. In the direction of one of them is *Laurel Grove*, where the road is shaded for near half a mile with those shrubs, which, in the season, are covered with flowers. The environs of this place afford other agreeable rides.

The Lead Mine is about two miles below the town, on the south shore of the river, accessible only on foot or in a boat, where are several old shafts, which were sunk in the Revolutionary war, in a slate rock. There is a sulphuret of lead, in veins of quartz, partly crystallized, and affording a few specimens of fluato of lime, and other minerals.

The Cobalt Mine is about five miles east, in Chatham, at the foot of Rattlesnake Hill. It is not worth working, at the usual price of the metal. Specimens of peach-bloom of cobalt may be picked up among the rubbish. Just southerly from it is a very pretty water fall, about thirty feet high.

A number of German families live in the neighbourhood; the descendants of miners, who came from Europe some years ago to work the mine.

* The Pameacha Manufactory employs from 150 to 200 persons, consumes 100,000 lbs. of fine wool, and turns out 50,000 yds of finished broadcloth a year.

UPPER HOUSES,

a village of Middletown, 2 miles above.

From a hill 1 mile from this is a very pleasant view towards the south, presenting the river, with the meadow and hills, as well as Middletown and the fine high grounds in its rear. The small divisions of the soil and the density of the population, as well as the fertility of the ground, and the frequency of school-houses and churches, here show one of those interesting and beautiful scenes characteristic of Connecticut River, and which the traveller will find repeated all along its course far into New-Hampshire and Vermont.

Rocky Hill, 5 miles, a parish of Wethersfield. About half a mile north of the tavern, you reach the brow of a hill, which commands a rich prospect of many miles of the Connecticut Valley. Wethersfield lies in front, and the variegated hills and plains around belong to numerous townships on both sides of the river, enclosed by ranges of distant highland, which direct the course of its channel. On the left, about 15 miles off, is the ridge of Ta cott mountain; and the two blue peaks in the north are Mounts Tom and Holyoke, near Northampton, at the distance of about fifty miles.

Wethersfield, 3 miles from Hartford. This place has a fine light soil, on an extensive level, probably once the bottom of a lake since drained by the deepening of the river's channel. It is peculiarly favourable to the culture of onions, which are exported in great quantities to various parts of the country, the West Indies, &c.

Wethersfield was one of the three earliest settlements made by white men in Connecticut: or rather it may strictly claim the precedence of all, for although houses were first built here, as well as at Hartford and Windsor, in 1635, three or four men came to this place the year previous, and spent the winter. Depredations

were committed on their settlements for the first few years; but as they were done by the Pequods, the destruction of that nation at Mystic Fort, by Capt. Mason, in 1636, put an end to them entirely, and this part of the river was never afterward made the theatre of war.

THE CONNECTICUT STATE PRISON.

The situation of this institution is healthy, retired, and convenient to the water and the great road. It was completed in 1817; and is worthy of the attention of those who feel an interest in the condition and prospects of the unhappy inmates of such edifices. What have heretofore been regarded as the necessary evils of prisons, will here be found greatly reduced; and, in many respects, even with regard to the prisoners, converted into benefits.

The modern improved principles of prison discipline have nowhere produced so sudden and so beneficial a change as in the state of Connecticut. An old copper mine at Granby was for many years the State Prison, and was conducted on the old and vicious system. Here the Auburn system has been established, with some few deviations.

The whole is under the direction of Mr. Pilsbury, a man of firmness, judgment, and humanity. The men are brought out to their work at signals given by the bell. They lodge in solitary cells, and are not permitted to converse together while at work. They take their food in their cells, and when going to and from work or prayers, are obliged to march with the lock step. They are to be chiefly employed in brick-making. No blows are allowed to be given by the officers except in self-defence.

The smiths' fires are supplied with Lehigh (Pennsylvania) coal for fuel; and part of the heat is conducted away in pipes to warm the apartments. The cells are furnished with comfortable beds and bed

clothes, and a Bible for each. They are ranged in rows, and the keepers can look into them through grated doors; at the same time the prisoners are not able to converse with each other. The effects of evil communication, so much and so banefully cherished in our old prisons, are thus effectually prevented. Neither officers nor convicts are allowed to use ardent spirits. The inmates are kept clean and comfortably clad; and while shut up from society, whose laws they have infringed, they are not debased and rendered more vicious and dangerous by bad example or evil counsel; but are usefully and healthfully employed, instructed, invited to return to virtue and respectability, and consigned for a large portion of the time to solitude and undisturbed reflection.

HARTFORD.

Inns.—The City Hotel, (by J. Morgan,) and the United States Hotel, (by H. Morgan,) are two of the best houses in the country.

This is the semi-capital of the state, and a place of considerable business, as well as one of the great points at which the principal roads concentrate. No fewer than ten weekly papers are published in this city.

The Charter Oak.—In the lower part of the town, in the street which runs east from the south church, is the ancient and respectable seat of the Wyllys family, who were among the early settlers of Hartford, and have made a conspicuous figure in the history of the state, as well as of the town, by supplying the Secretary's office for a long course of time. This place is now owned by Mr. Bulkley, and has undergone considerable changes. The principal object of curiosity here is, however, the fine old oak, which stands on the street in front. It is said to have been a forest tree before the land was cleared, yet it appears as firm and vigorous as ever. In a hole in its trunk was hidden

the charter of the colony, when Sir Edmund Andross sent to demand it in 1687; and there it remained for some years.

This interesting document is still preserved in the office of the Secretary of the state.

The Asylum for the Education of the Deaf and Dumb is about a mile west of the town, on Tower Hill. It was the earliest institution of the kind in America, and is under the direction of a board of directors, who publish annual reports of its condition. Mr. Gallaudet, a gentleman who was sent to Europe to qualify himself for the purpose, is principal; and Mr. Le Clerc, a favourite pupil of the Abbe Sicard of Paris, occupies the next station. He is a man of superior talents, although deaf and dumb.

The principal building is large, ornamented with pilasters, and surrounded by a garden and pleasant grounds. The house of the superintendant is near by, and the whole enjoys a fine situation, with a commanding prospect and a healthy neighbourhood.

The stranger will receive uncommon gratification, from a visit to this benevolent institution on the days appointed for the admission of visitors. The deaf and dumb are generally remarkable for close observation, readiness of apprehension, an eager thirst for knowledge, and a very retentive recollection; and, as all their instruction, being communicated through the sight, can be obtained only by the strictest attention, and the abstraction of the mind from every other subject, the appearance of a class absorbed in their lesson is calculated to produce feelings of an unusual and highly interesting character.

Every deaf and dumb person soon forms a language of natural signs, by which he is able to communicate the most necessary ideas on first arriving at the Asylum. He is then taught the alphabet in use here, which is made by the fingers of one hand; after which the names of visible objects are easily spelled, and the order of their letters committed to memory. Absent

objects and abstract ideas are communicated by many ingenious devices, which it is impossible here to describe; and arbitrary signs are adopted to represent such as may require them. Definitions are very extensively resorted to; and they are always of the most strictly logical character. Indeed, the whole system is one of the most complete and beautiful of the kind ever formed on philosophical principles.

The number of scholars is about 130. Some of them are supported by a fund belonging to the institution, and others by the states of Massachusetts, New-Hampshire, &c. Similar institutions exist in the city and state of New-York, Philadelphia, &c. and one has lately been provided for in Kentucky.

The *Hopkins's Grammar School*, which has been recently much enlarged, is in the lower part of the town.

The *Retreat for the Insane* is a little south of the city, and makes a handsome appearance, being a stone building 150 feet long and 50 wide, the wings having three stories, and the main building four. It is capable of containing about 50 patients, and is warmed by flues. The grounds connected with the institution include about 17 acres.

Miss Beecher's School justly enjoys a very high reputation.

Washington College is situated west of the main street, in the south part of the town. It is an episcopal institution, and has at present two stone buildings erected: one for the students, 150 feet long, four stories high, with accommodations for 96 pupils; and a chapel, which has also rooms for recitation, the library, &c. The college bills are \$52 50 per annum in all; and the students board in private families at the rate of \$1 50 per week.

Fourteen acres of land belong to the institution, part of which are devoted to the garden with its green-house.

A large episcopal school has recently opened for young ladies near this institution.

[*Montevideo*, the seat of Daniel Wadsworth, Esq. enjoys a charming situation on a mountain nine miles estward.

Tariffville is a little manufacturing place several miles north of that spot, near a romantic scene on the Farmington river, where it passes through the mountain. Here is a carpet manufactory.]

REMARKS TO THE TRAVELLER AT HARTFORD.

From Hartford there are stage coaches running in various directions; *north*, one on each side of Connecticut river; *north-east*, to Boston; *east*, to Providence; *south*, to New-Haven and New-York (besides the daily steamboats to the latter place); *west*, to Litchfield and Poughkeepsie and *north-west* to Albany.

The road to Boston leads through Stafford Springs, and Worcester, but is otherwise very uninteresting and quite hilly. There are two routes to Boston, which separate at Tolland, and meet again 15 miles from that city. On the new road, (which is shorter,) a coach goes through every day—travelling from 3 A. M. till P. M.

Stafford Springs, (26 miles from Hartford) is in a romantic region. Tolland 17 m. Springs 9, Sturbridge 16, &c.

The traveller in New-England is advised to take the route up Connecticut river, which is the most fertile, healthy, and beautiful tract of the country; and to return by the way of Boston and Providence. This is the route we propose to pursue; but the traveller can vary from it as he pleases. He will find such information as this little volume is able to afford him, by referring to the Index.

The fertility of the meadows in the Connecticut Valley is almost proverbial; and after what the stranger has seen of its banks at Middletown and Hartford, he will learn with gratification that neither the soil nor the beauty of the cultivation degenerates for several hun-

dred miles northward. The whole country is thickly populated; neat and beautiful villages are met with at intervals of a few miles; and the general intelligence derived from universal education gives an elevated aspect to society. The accommodations for travellers are generally very comfortable, and sometimes uncommonly good and elegant; the scenery is ever new and varying; many places have traits of interest in their history; and the communication is easy, from many points of the route, with the principal places on the east and west. Besides all this, the roads are peculiarly fine, for they are generally run along the river's bank, which is almost without exception level and pleasant, and formed of a soil well fitted to the purpose.

The western side of the river is generally to be preferred; but as there are good roads on both sides, and some villages and other objects worthy of equal notice on the eastern shore, and good ferries or bridges are to be met with every few miles, it will be agreeable occasionally to cross and recross. Those who travel along the course of the Connecticut twice, would do well to go up on one side and return on the other. This is the most direct route to the White Hills or White Mountains of New-Hampshire.

The improvement of the navigation of Connecticut river above Hartford has been seriously contemplated, on a combined system, and the legislatures of Vermont and Massachusetts have consented to a uniform plan. Several of the principal falls have been canalled and locked for boats for a number of years; and they might be made to serve on the line. The first part of the navigation (that is, from Hartford to Springfield and Northampton) chiefly engages attention at present; and it is not improbable that the traveller will have an opportunity to gratify himself with a pleasant passage in a steamboat even as far as the latter place in 1830. A canal has been made at Enfield Falls, 6 miles in length, in the bed of the river, with three locks, of a sufficient breadth to admit steam towboats.

The *Steamboat Blanchard*, built at Springfield for this navigation, measures 30 tons, has two cabins and an engine of about 20 horse power. It draws scarcely a foot of water, but moves with such power that in 1828 it went up the falls at South Hadley at a rapid rate. The scenery on this route will be found very pleasing.

Those who go to *Boston* will pass through Worcester.

Worcester is one of the finest villages in New-England. The *Worcester Coal Mine*, which is at a distance from the road, is likely to be worked to a considerable extent. The vein is considered as connected with that on Rhode Island. It is anthracite; and if its quality should justify the opinions which have been expressed, it cannot fail to prove highly valuable, both for home use and for transportation by the canal. There is a deep cut at the foot of the hill, leading to a horizontal shaft which has been carried in some distance. The country around it is rich and variegated, and the dwellings have an air of elegance which does great credit to the taste as well as the wealth of its inhabitants. Brick is extensively used in building. Penknives are manufactured here of fine quality. The courthouse, bank, &c. stand on the principal street; and east of it the county house and the building of the

AMERICAN HISTORICAL SOCIETY.

This is an institution formed by Mr. Isaiah Thomas, many years a printer in this place, for the truly important purpose of preserving every thing relating to the history, traditions, &c. of the country. He has made it a donation of his valuable library, between 7 and 8000 volumes, with many files of newspapers; and built at his own expense the handsome edifice in which it is deposited. Many interesting curiosities have also been collected here from all parts of the country, but the institution has not funds to support a keeper, and the cabinet has not (unless, perhaps, recently) been opened to the public. The building cost about \$8000.

For the *Blackstone Canal* which connects this place with Providence, see *Index*.

Sutton, Worcester Co. There is a remarkable chasm in the rocks in this place, at a distance from the road, which appears to have been produced by some tremendous convulsion in the earth. It appears like a wild and broken ravine, half a mile long, enclosed on each side by irregular walls of granite, rising to a height of about 115 feet perpendicular, and so near as to threaten the visiter who explores the place below. The opening is only from 75 to 100 feet wide; and the opposite masses of rock correspond as if forcibly torn asunder, as they doubtless have been. On the brow of one of the precipices is a mass of granite estimated to weigh 5000 tons. The depth is so great, and the shelter from the sun so entire in many places, that ice may be found at almost any season of the year.

Watchusett Hills, 16 miles W. N. W. of Worcester, and 52 W. by N. of Boston, are estimated at nearly 3000 feet above the sea, and ascended by an easy path. The spectator looks down on a surrounding scene of wooded mountains, below which are ponds and farms, and a view over cultivated and inhabited regions.

[From Worcester to Leicester, 5 miles; East Brookfield, 7; Brookfield, 3; War- Factory Village, 5; Belchertown, 10; Northampton, 15.]

ROUTE UP CONNECTICUT RIVER.

Leaving Hartford,

The *State Arsenal** is seen on the right-hand, a mile from the city; and many pleasant views are enjoyed.

* The Quarter-Master General reported that there were in the arsenal, in 1828, 4857 muskets purchased by the state, together with 2927 muskets and 150 rifles, with the proper accoutrements, received from the United States. According to the last regular returns, there were in the hands of the militia, but not owned by the state, upwards of 13,000 muskets and rifles fit for service, which, with those in the arsenal, are nearly equal to the whole number of the infantry.

[*East Hartford*, opposite Hartford, has a sandy soil, but the street, as well as that of *East Windsor*, next north of it, is shaded with rows of fine elms. The road crosses *Podunk Brook* by a small bridge, about four miles from Hartford, on the north bank of which, on the left-hand, was once the fort of the powerful tribe of *Podunk Indians*, who had their settlements on this winding stream, and some of their broken implements are occasionally found in the soil. The nation was so powerful, that *Uncas*, Sachem of the *Mohicans*, was once daunted by the show of their force, although he had marched to attack them with his army, and afterward chose to intimidate them by the following stratagem: he sent one of his *Indians* to burn a *Pequod* wigwam, in the night, near the fort, who then fled, as he was directed, leaving some *Mohawk* arms on the ground. This made the *Pequods* believe that that nation had leagued with *Uncas*, according to an intimation he had before given, and they immediately sued for peace.

Bissel's tavern, 8 miles from Hartford. In going to the ferry, the road passes the *Bissel* farm, one of the finest in the country.]

WINDSOR.

It has been mentioned before that this place was settled as early as 1635. A few months after the building of the fort, (probably a blockhouse,) the Dutch garrison at Hartford made a secret march against it, expecting to take it by surprise; but on arriving at the place they found reason to give up their enterprise, and returned without firing a gun. The country was formerly very populous in *Indians*, the six square miles of which the town was formed, and which extended on both sides of the river, containing ten separate sachemdoms, or petty Indian tribes.

There is a school established in this town on the *Fellenberg* plan, in which agriculture is taught both

theoretically and practically, a good farm adjoining it being open to the examination and experiments of the students.

The seat of the late Chief Justice Oliver Ellsworth stands on the east side of the street, above the town, nine miles above Hartford. It is distinguished by columns, and surrounded by trees. He was born in a house opposite. He was in Europe as minister for the United States to France.

After turning a corner a little beyond this place, the new road runs north by a tavern, while the old one, across a sand plain, keeps straight on. The former is recommended, as it passes for several miles along the bank of Connecticut River.

Warehouse Point, in Enfield, is seen on the east side. Here vessels are built, and the place carries on a little trade. There is a Shaker settlement of about 600 persons, 5 or 6 miles from Enfield. Messrs. Andrews & Thompson's Carpet Manufactory is at Thompsonville.

The *Canal* of 6 miles to pass the falls below this place, was spoken of at *Hartford*.

SUFFIELD

is a very pleasant town about a mile west of the road, and has a good inn, and a mineral spring in its vicinity, which has been the resort of considerable company. The village street runs along the ridge of a long and beautiful hill, with neat houses and white fences on both sides, and the home lots sloping east and west towards the low ground. Some of the houses are large and elegant.

Suffield Springs. About a mile south-west of the street is a mineral spring of slightly sulphureous qualities. A house has been built there about 20 years, which has accommodations for 50 persons, with baths of different descriptions. The spring is in swampy

and, and its qualities are considered valuable, particularly in cases of cutaneous disorders. The place is pleasant, in the midst of a rich rural scene, with a pretty flower garden, &c. calculated to render it an agreeable resort, which it will, no doubt, in due time become.

If it is intended to stop for the night within a few miles, the best inn is the *Columbian Hotel*, at Springfield, on the east side of the river. To reach it in going north, turn off to the right through the meadows, some time after passing Westfield River, which will lead directly to the Springfield bridge. This is substantially built, and well protected by a roof.

SPRINGFIELD.

Columbian Hotel. Stage coaches run north, south, and to Boston and Albany.

This is a flourishing town, standing at the foot of a high hill, the side of which is ornamented with fine buildings, the residences of some of the wealthier inhabitants, and the top occupied by the United States' Armory. This establishment occupies a large space of ground, and commands a fine view. The buildings containing the workshops for manufacturing small arms, the arsenal, barracks, &c. are surrounded by a high wall; and the habitations of the workmen, seen in several neighbouring streets, are generally neat houses with small gardens. Some of the principal buildings within the walls were burnt about four years ago, but have since been rebuilt, viz. three buildings, each 120 feet long, one of which is a store house of arms. Access may be obtained; but here is not room to give a particular description of the establishment, which bears a general resemblance to others of this kind in the country, although it is the largest in size. The number of workmen required, which is about 260, has a favourable effect on the business and prosperity of the place. About 13,000 muskets are made

here annually, or 60 a day. There were manufactured here, in 1829, 16,500 muskets. Expenditure, \$190,000, including repairs, &c. The average cost of a musket is now \$10 66. Since the establishment was formed, in 1795, 296,989 muskets have been manufactured. The manufactories on Mill river, a little south of the armory, are various and well worthy of observation, at least, in passing. A road that runs along the bank, passes a number of flour mills, &c. belonging to individuals, besides the Upper, Middle, and Lower Water Shops, connected with the armory. There are three dams of hewn stone, and the buildings, in plan and construction, are well calculated for service and durability. The water shops contain in all 18 water wheels, 10 trip hammers, 28 forges, 9 coal houses, and have connected with them several houses and stores.

The town is ornamented with many fine elms and other trees; and there are two very handsome churches, a High School, &c. It was originally considered within the limits of Connecticut Colony, but at length incorporated with Massachusetts. A tribe of Indians lived for some years on Fort Hill; but being won over to King Philip's party, in 1675, they assumed a hostile air, fired upon some of the inhabitants who were going to their fort, and burnt a part of the town.

In 1786, during the rebellion of Shays, he attacked the armory, at the head of a strong party of undisciplined men. Gen. Shepard, who had command at the place, attempted to dissuade them from their attempt, and finally drove them off by firing twice. The first shot, over their heads, dispersed the raw troops, and the second drove off the remainder, who, being about 200 revolutionary soldiers, did not desist until they had lost a few of their men. This was the first check the insurrection received, which was put down without much subsequent trouble.

Springfield Factory Village is a new and very ex

tensive manufacturing place. It is on the Chicopee River, and a stage coach passes through it every other day, on the road to Belchertown. The capital employed here in 1828 was \$500,000. The buildings brick, 2 stories, and about 9000 yards of cotton were made daily in all.

Wilbraham, 7 or 8 miles west from Springfield, contains a *Wesleyan Academy*. The pupils are instructed in agriculture on a farm, and in the mechanic arts in a shop, belonging to the institution. There are teachers in various branches of literature, science, and the arts.

West Springfield has a fine street, shaded with large elms, and containing some handsome houses. It is 26 miles from Hartford, and about 17 miles from Northampton. There is a fine view from the road on the brow of a hill a little north of the town, near a church, which overlooks the river and an extent of country on each side, with Mounts Tom and Holyoke in front.

SOUTH HADLEY FALLS.

The village and locks are on the east side of the river.

The whole fall of the river at South Hadley is 52 feet, but at the lower falls only 32. There is a canal $2\frac{1}{2}$ miles long on the bank of the river, cut through a slate rock for a considerable distance, and in some places very deep. The dam is 8 feet high. There are five locks near the tavern, and one above. The toll here is 90 cents. There is a ferry here, which is safe, but the water runs very swiftly.

For several miles before reaching Mount Tom, the road runs along the bank of the river, showing its banks, in many places, roughened with rocks. Its channel is in one place crossed by the dam, which turns the water into the South Hadley Canal. The river makes an abrupt turn some miles above, running between Mount Tom on the south and Mount Holyoke on the north :

and when the scene opens again, it discloses a charming and extensive plain, formed of the meadows on the river's bank, and evidently once the site of a large lake, when the water was restrained by the barrier between the mountains. This plain is one of the richest, and by far the most extensive and beautiful on the river.

NORTHAMPTON.

Hotels. There is a splendid hotel here. Warner also keeps a very good house.

This town is situated at the west side of the plain, a mile from the river, and is a favourite place of resort for travellers; as it is one of the most beautiful of the New-England villages, and is surrounded by a charming country, and lies near to Mount Holyoke, which commands a view of the whole. The streets are irregular, but some of them shady and delightful in summer, being also ornamented with many neat houses. It is a place of considerable business; and the soil makes valuable farms.*

Round Hill is a beautiful eminence just west of the town, where is the school of Messrs. Cogswell and Bancroft, for the education of boys. The branches of learning taught there are numerous, and there are instructors for the French, Spanish, and German languages. Great attention is paid to the hours of recreation as well as of study, and the pupils are rarely to be seen out of the precincts of the school. The place

* *Canal.*—Mr. Hurd's estimate of the whole expense of the Hampshire and Hampden Canal is given as follows:

Canal,	\$204,210
Feeders,	44,856
Cost of lands and contingent expense,	18,500

Total expense, \$267,566

The length of the canal is 29½ miles, divided into 56 sections of 165 rods each. When finished it will be particularly described in a future edition.

itself is very pleasant: commanding fine air, fine scenes, and perfect retirement.

On the eastern declivity of the hill stands the house of the Stoddard family, an ancestor of which was a man of great talents and influence in this part of the country. On the east side of the main street, just south of the brook, is the house of the late Governor Strong.

There is a large *Button Manufactory* in this vicinity.

THE LEAD MINE.

In Southampton, at the distance of 8 miles from this place, is a lead mine, which will be regarded with interest by the curious and scientific. A considerable part of the road to it is good, and the place is wild and rough. The following extract from the *Journal of Science and the Arts*, furnishes all necessary information on the subject.

“This vein declines 10 or 15 degrees from a perpendicular, is 6 or 8 feet in diameter, and traverses granite and other primitive rocks. It has been observed at intervals from Montgomery to Hatfield, a distance of 20 miles. In Southampton it has been explored many rods in length, to the depth of 40 or 50 feet; and the galena, which is the principal ore, has been found in masses from a quarter of an inch to a foot in diameter. At the depth above mentioned, the water became so abundant that it was thought advisable to abandon a perpendicular exploration, and to descend to the foot of a hill on the east, nearly 80 rods from the vein, and attempt a horizontal drift, or adit; and ever since its commencement, seven or eight years ago, the working of the vein has ceased. The rocks that have been penetrated, reckoning from the mouth of the drift inwards, are geest, the red and gray slates of the coal formation, with thin beds of coal, and mica slate, and granite, alternating.

The mouth of this drift is 4 or 5 feet wide, and about 3 feet above the surface of the water. The water is deep enough, the whole length of it, to admit the passage of a loaded boat. The person wishing to explore this internal canal, must fire a gun at the entrance, or beat heavily with a sledge on the timbers that support the soil ; in 10 or 15 minutes, he will perceive a gentle undulation of the water, and soon after, a boat advancing with lighted lamps and a rower ; having seated himself on the bottom of this boat, and provided himself with an additional garment, he is prepared for his subterranean expedition. If he looks back, after having advanced several hundred feet, the light at the entrance will appear diminished to the size of a candle ; and before he reaches the extremity, it becomes invisible. About half way from the entrance to the end of the drift, he will pass a shaft, down which a small brook is turned, for the purpose of aiding the ventilator.

The miners do not quit the drift when they blast, but retire behind a breastwork thrown up for the purpose. One man has been an inmate of that dark recess eight or ten years without suffering in his health.

Every mineralogist passing that way, will of course visit the drift. Intelligent gentlemen, without professional views, and even ladies, not unfrequently enter the cavity."

MOUNT HOLYOKE.

The ascent of this mountain has become very fashionable, perhaps more so than any similar enterprise in this country, if we except that of the Catskill Mountains in New-York. The height is said to be 800 feet ; and there is a good carriage road the greater part of the way up, as well as a building of considerable size on the summit, for the accommodation of visitors, who resort thither every season, usually in parties.





There is a short road through the meadows, directly to Lyman's ferry, at the foot of the mountain, which is furnished with a good horse-boat. But it may be found pleasanter to cross the bridge at the upper end of the town, pass through Hadley Meadows, and down on the eastern bank. The path up the mountain turns off near a small old house, and another opposite the tavern near the ferry. After following the latter to its termination, you dismount, secure your horses to the trees, and walk up a rude stone staircase on the right. Refreshments will be found at the house which occupies the summit; and which opens on both sides, in such a manner as to command an uninterrupted view of the rich and varied landscape below. Those who wish to enjoy the luxury of seeing day break and the sun rise over such a scene, may find a shelter here for the night. There was a remarkable flood in the river, (21 feet,) in the autumn of 1828, which destroyed buildings, crops, &c. to an unprecedented extent.

South-east, the view is less interesting, and may therefore be first examined. The country is undulating, and the soil generally poor; yet several villages are discovered at a distance, particularly South Hadley, which lies immediately below. Southwardly is seen Connecticut river, retiring under the shade of Mount Tom, whitened below by the South Hadley Falls; beyond which is the hill at Springfield. The river makes several turns, and on the horizon are two very distant peaks, which are supposed to be East and West Rocks, at New-Haven, about 70 miles distant.

North-east is seen Monadnoc Mountain in New-Hampshire; and the view towards the east is interrupted by the neighbouring peaks of Mount Holyoke.

North, you look up the charming valley of the Connecticut; bordered by distant ranges of hills and mountains, varied by a few isolated peaks, covered with the richest coat of vegetation, and scattered with villages and innumerable farm houses. The river makes a beautiful serpentine course; from where it first ap-

pears at the foot of Sugar Loaf Mountain, and Mount Toby,* until it reaches the village of Hadley, which lies in full view; and then taking a bold sweep to the west, and flowing $4\frac{1}{2}$ miles, it returns to the end of the street, only a mile distant from where it first meets it. The whole peninsula is rich and fertile, and covered with cultivated fields of wheat, corn, grass, &c. without being disfigured by fences, according to the custom prevalent hereabouts; and is the richest sight upon the river, particularly when viewed in connexion with the scene immediately below, where the river flows on, almost immediately under our feet, and the western shore presents the extensive Northampton Meadows, a mile wide. Following the current with the eye, in the

West-south-west, it forms a still more remarkable peninsula, although one of inferior size: the *Hockanum Bend* being a turn measuring 31 miles in circuit, while the isthmus is only 46 rods across, or 150 yards. In the compass of this view, from the north to the west and south, numerous village spires are seen, with level fields, orchards, and gardens, almost without number; and the whole scene is so bounded with mountainous ridges, as to seem to justify the opinion of geologists, who say that it was once covered with an extensive lake, until the water forced a passage between Mounts Tom and Holyoke.

Northampton is seen about west-north-west, with Round Hill; and towards the right, the top of Saddle Mountain, in the distance. There are also others still further north, particularly Haystack and Bare Mountain.

More than 30 church steeples may be counted here by taking advantage of different kinds of weather.

* In this mountain, at a place 3 miles north-east of Sunderland village is a remarkable cavern, running through the mountain. It is 12 rods long, 65 feet deep, and from 2 to 20 feet wide. There is a mass of pudding stone on each side, which appear as if they had been rent apart. There is an opening at the top. A small cave opens near by it, 45 feet deep, 10 wide, and 130 long.

In point of history that part of the Connecticut Valley immediately under the eye belongs to the third division of settlements, calling Plymouth and Massachusetts Bay the first; Windsor, Hartford, Wethersfield, &c., the second. Northampton, Hadley, and Hatfield were settled in 1653, and remained the frontier posts in this direction till after Philip's war, during which they suffered severely from constant alarms, and the loss of inhabitants. The Indians who had sold the land on which the towns were built, had each a spot assigned them within a short distance of the palisades with which the new settlements were surrounded, and lived in peace and good faith until excited by Philip; after which all the towns were at different times attacked by them, and some of them repeatedly. During the French wars, on May 13th, 1704, the Indians fell upon a little settlement at the foot of Mount Tom, and killed 20 persons, more than half of whom were children; and a tradition states, though without designating the precise time, that a captive woman was once brought to the top of the mountain where we stand, and scalped.

Hadley was attacked by the Indians while the inhabitants were at church, and was near falling into their hands, when a stranger, a venerable old man, made his appearance, and by his active resistance, encouraged them to repel the enemy. It was not known at the time who he was, or whither he went; but there is now little doubt that he was Goffe, one of King Charles's judges, who was secreted for a length of time in this town, and of whom we have already had occasion to speak at New-Haven. The remains of his coffin, it is believed, were discovered a few years since, in the cellar wall of a house near the present academy, which was formerly inhabited by one of his friends. The Burning of Deerfield, we shall speak of on arriving at that town.

Stage coaches run to Boston and Albany in a day; and up and down the river daily.

HADLEY,

3 miles. (See the preceding page.)

HATFIELD,

One mile further, on the west side of the river. This town is much devoted to the wintering of cattle raised on the neighbouring hilly country. The grass is very fine, and the barns are large; which, with the appearance of the houses, give the place an air of substantial agricultural wealth. The cattle are bought, stabled, and fatted.

AMHERST

is situated on elevated ground, five miles from Hadley; and off the river towards the north-east.

Amherst College.—Although of recent institution, this ranks among the most respectable in New-England. The situation occupied by the buildings is delightful, commanding a rich, extensive, and varied view, partly over the meadows of Connecticut river, with mountains particularly mentioned a few pages back, seen in different directions. The retired situation is highly favourable to study and good order, as its elevation and pure air are conducive to health. It contained 152 students in 1826; the number who graduated in 1828, was 40; and the students, in 1829, were 211. The president, Dr. Humphreys, is also professor of mental and moral Philosophy and Divinity. There are six other professors, and a teacher of French and Spanish, a teacher of mathematics, and a tutor of Latin and Greek. A gymnastic apparatus has lately been added.

The *Amherst Academy* is a large private establishment for the education of boys. It is about three

miles distant; the building is elegant, the instructors are of a high character, and the system is formed on the improved principle. The modern Greek pronunciation has been adopted here for the ancient language, under the instruction of Mr. Perdicari, a Grecian by birth; and this judicious example it is hoped may be followed in other institutions.

The *Sugar Loaf* is an isolated hill of a conical form, rising in front as we proceed. A fine view is enjoyed from the summit, where has recently been erected a house for visitors. Deerfield lies north of it about three miles; and the way by which we approach it, lies nearly along the old road which led thither through the wilderness, in 1675, when it was deserted by the settlers, and Capt. Lothrop was despatched, with a body of 80 soldiers and wagoners, to bring off the grain. At the foot of this mountain is the small village of Bloody Brook, (improperly called Muddy Brook,) and near the spot where a bridge crosses the stream, Capt. Lothrop was ambushed by about 800 Indians. The place was then a marshy piece of ground; and some traces of the road, which was formed of logs, are still to be seen, running through the fields without crossing at the bridge. The convoy halted at this place; and the soldiers were generally engaged in gathering grapes from the vines which ran on the trees, having left their muskets on the ground, when the Indians fired upon them. Capt. Lothrop gave orders that the men should disperse, and fire from behind the trees; but they were all cut off except 8 or 10. This massacre was one of the most calamitous which ever occurred in New-England, taken into view with the small number of inhabitants at the time: as the company consisted of young men from the principal families in the eastern towns. There is a stone now lying near the fence, west of the brook, which was brought there some years since for a monument, but not raised.

That part of the meadow we pass through in ap-

proaching Deerfield was the scene of several skirmishes with the Indians at different times, as the place was a frontier for many years, although it was twice burned and deserted.

DEERFIELD.

In 1704, which was the period of its last destruction, a large body of Indians, led on by a few Frenchmen from Canada, came upon the town before daylight. It was winter, and the snow crust was strong enough to bear them; they had secreted themselves on a hill north-west from Deerfield, and sent in a scout. The houses were all entered but one, the inhabitants made captives, and all, except a few, taken off to Canada. One of the houses is standing at this day, a little north of the church; and the hole may still be seen in the door, which the Indians hacked with their tomahawks, and then fired through, as well as the marks of several bullets in the eastern room, one of which went through the neck of a woman and killed her. A young man and his bride leaped from a window of the chamber above; and though the latter was unable to walk, in consequence of spraining her ankle, the former fled, at her urgent request, and, meeting with some troops on his way, brought them up in time to drive off the Indians, but not to retake any of the captives.

A house next this was valiantly defended by seven men; and the dwelling of Mr. Williams, the minister, was taken, and he and his family carried to Canada. Most of the people were ransomed; but a daughter of Mr. W. became attached to the savage life, married a chief, and left children. Mr. Williams, missionary to the Indians at Green Bay, was one of her descendants.

Some marks of the old picket may be traced in the rear of the house, which is supposed to present the same appearance as in old time, excepting that the kitchen, &c. have since been built, and the front and rear have been covered

There is an academy in this town, but it is not in a very flourishing condition.

East from this place, are several spurs projecting from the hill, on one of which was formerly a fort, for the protection of the Deerfield Indians against the Mohawks.

Greenfield, 3 miles. Here the stage coach passes on a road from Boston to Albany. The country west is highly picturesque. Just south of the town, Deerfield river appears to have at some period formed a lake of some extent, with an outlet towards the east, where its channel may be seen, with the place of an old cascade, and the rocks bored out by the rushing of the water. The channel now lies through a deep cut between two hills. A High School, for young ladies, was established here in 1828.

Turner's Falls are on Connecticut river, two or three miles east from Greenfield. It is necessary to leave the road to see them; but they are of considerable height and beauty, and history has rendered the place memorable, from an important battle fought there towards the close of Philip's war. The way by which we approach is nearly over the same ground, where Capt. Turner marched, with his body of men, in the year 1676, when he went to attack a large body of Indians, assembled at an Indian fort, a quarter of a mile above the falls: and by which he also returned, after a successful battle, pursued by his surviving enemies.

Philip, having been driven from the seacoast and the neighbourhood of the English settlements, by the active operations of Capt. Church, Capt. Mosely, Capt. Wheeler, &c., retired with some of his followers to the Northfield Indians, who held a position on a sandy hill, on the north bank of the river. Here he was attacked in the night by the troops under Capt. Turner. The English left their horses on a hill, which descends to a brook emptying into the Connecticut below the falls: and having mounted the opposite

bank, proceeded near where the present road leads, and marched up the sandy hill. The place has a swamp on two sides, and the river on the fourth. It is, indeed, overtopped by neighbouring hills; but cannon, of course, were out of the question in such a warfare. The Indians had held a feast that night, as some of their captives afterward reported, and were generally asleep, so that the attack of the white men gave them a panic, and they fled to their boats, which they launched in such haste, that many forgot their paddles, and were carried over the falls. The rest, however, rallied before their enemies were out of their reach, and being joined by some from the island below the falls, pursued and harassed them about ten miles, to Deerfield. Bones are occasionally dug up near the spot, and a few years ago the remains of an old musket, a few silver coins, &c. were discovered among the rocks.

This was the last and most severe blow Philip received, before he returned to his native country in Rhode I-land, where he soon after terminated his dangerous life, and the war, which brought so many calamities upon New-England.

The Canal.—A dam of great height is built at the falls, to supply a canal, which extends two or three miles for boats and rafts. Some mills are also established on the river's bank. The fall is divided by two rude rocks, between which the water rushes in separate cataracts; and the scenery below is wild and not a little imposing. This is part of the New-Haven Greenstone range, and there are two veins of copper in the mountain: specimens of coal have been found. There is, however, no inn nearer than Greenfield.]

Bernardston, 8 miles from Greenfield.

Vernon.—Within the limits of this township, which is the first in Vermont, was once Fort Drummer, one of a chain of forts, built for the protection of the country against the Canadian Indians. The place for

some years was known on the river, by the name of Number One, being the first of four townships.

Passing through a pretty village, with several mills, after a few miles we approach Brattleborough, south of which, east of the road, is a quarry, which furnishes a large quantity of slate; where may be seen the mode of quarrying, splitting, shaping, and packing it for transportation.

Brattleborough is a very pleasant village, situated on an elevated plain above the river, which, since the draining of the old lake in this place, has made two or three successive arches north of the town, as it has gradually lowered its channel to the present level. At the bridge, over a small stream, are several manufactories; and in the village is a large and comfortable stage house, whence coaches go to Boston, as well as west, north, and south.

Westminster.—This is on a fine, extensive level; and on the high land, on the opposite side of the river, is

Walpole.—Connecticut river being the dividing line between the two adjacent states, Walpole is in New-Hampshire. The situation is very commanding, and the summit of the hill, above the village, affords a view of unusual extent and beauty. There is a spacious and well-kept inn at Walpole; and stage coaches go hence to Boston, &c. It will be found the best place to stop at between Brattleborough and Charlestown.

Three miles north is the farm of Col. Bellows, which contains 700 acres. The house of the proprietor enjoys a fine situation on a ridge rising from the meadow, near where stood the fort erected by Col. Bellows, when, about the middle of the last century, the place was occupied and a settlement begun under the name of Township No. 3.

The changes which have taken place in the channel of the river, in the course of ages, are very manifest in passing along this part of its course, particularly by the western bank; in one place, which is now perhaps 100 feet above the present level of the water, the

current appears once to have flowed, and to have formed the cataract, which has now retired a mile or more to the north.

Belloes's Falls.—The height of this fall is inconsiderable, but it is, on the whole, a striking object; surrounded by rocky banks, and having an abrupt mountain on the eastern side. The place has also been much ornamented by art; for, besides the village, with its neat white houses and handsome church, a canal has been dug round the falls, a bridge thrown over them, and the rugged side of the mountain decorated with a handsome country seat.

The rocks are of the most firm and solid gray granite, but are much cut by the force of the current. In some places holes have been bored into them perpendicularly, two or three feet in diameter, and 12 or even 18 feet deep. This is done by the motion given to loose stones by the eddies of the stream, and the gradual enlargement of the bore sometimes breaks off great masses of the rock. These falls were once the favourite resort of Indians during the fishing season. On the rock just below the bridge are some remains of their rude attempts at sculpture, which represent the form of human faces; and from one on the end of the stone, which appears to have suffered less from the attrition of the floods, it would seem as if they might once have been more finished specimens of sculpture than they now appear, as that presents considerable prominence and beauty of execution.

The *Hunt Farm* is about $3\frac{1}{2}$ miles from the falls, and is a large and valuable estate, the meadows being rich and beautiful in the extreme. The house and other buildings are large; but the establishment is not conducted on such a plan as would gratify an agriculturist.

Charlestown.—This is one of the prettiest little villages in New-England: having a wide street, partly shaded with trees, and lined with neat houses, many

of which speak the taste, as well as the easy circumstances, of their proprietors.

This was called Township No. 4. The fort, built for the defence of the place in 1743, stood on the gently rising ground a little south of the church, where the street runs: but not a vestige of it is to be discovered. It was most gallantly defended by Capt. Stevens, in 1747, against a large number of French and Indians: although repeatedly called upon to surrender, the garrison persisted in the defence, digging into the ground to shelter themselves from the enemy's fire, and, after several days, succeeded in driving them away. Capt. S. received a sword for his bravery.

Jarvis's Farm at Wethersfield Bow, on the west side of the river, is very extensive, and contains a number of large buildings for dwellings, barns, stables, &c., principally of brick. The land is generally fenced with the roots of pine trees, dragged from the ground, by which the soil is rendered fit for immediate cultivation, and unencumbered. The proprietor of this farm is also the possessor of a large part of the township besides, and is very wealthy.

The road beyond affords some romantic scenes. The hills approach the river very nearly, and several views are caught between them, of the mountain behind Windsor, which is about 2000 feet in height, and divided into three peaks, whence, it is said, it derived the name of Ascutney, which, in the Indian language, means three brothers.

WINDSOR

is a fine and flourishing town, in a very picturesque situation, particularly when viewed from the opposite side of the river; and contains a good stage house, kept by Pettes, a number of stores, some elegant houses, two or three handsome churches, and the State Prison.

This latter building is of granite, on the hill in the

western part of the town. It is planned after the old and ill-devised system, (see pages 123 and 263,) but has one thing in its construction worthy of imitation: the stones are secured against removal, by having six-pound cannon shot placed between them, holes being cut into the stones to receive them. In 1828, there were 123 convicts, who reimbursed, chiefly by weaving, nearly all the expenses. It is to be enlarged.

Mount Ascutney.—A great part of the way up this mountain a road has been cut, and the traveller will be richly rewarded for the labour of his ascent. From the nature of the soil, he cannot, indeed, expect to behold a scene like that from Mount Holyoke; but there is a great deal that is fine in the appearance of the surrounding country, rough, and interspersed with villages and cultivated tracts, with the Connecticut winding through it.

Sumner's bridge, four miles above, was injured by the great flood of 1828.

THE GULF ROAD.

Those who are going westward from this part of the river, are counselled to take the Gulf Road to Burlington, on Lake Champlain, to which a stage coach runs. Although the route is through the chain of the Green Mountains, the way is remarkably smooth and easy, following the courses of the White and Onion rivers, which have cut deep channels through the rocks. You have, however, first to go 16 miles along the western bank of the Connecticut to

White River.—Here great quantities of lumber are brought down, sawed on the stream, and sent by the Connecticut in rafts to the country below. Dartmouth College, at Hanover, is five miles north, and those who are going to the White Mountains, will of course pursue that route (see p. 294); but the following deviation is made for those who are going to Lake Champlain.

[The road up the White River lies along the north bank, and passes through several beautiful and flourishing villages. The valley, though narrow, is formed of the richest soil, and wears the same aspect, in form, fertility, and population, with the meadows of the Connecticut. This was one of the courses formerly chosen by the Indians of the north in their commerce with those on the borders of that river, before the arrival of Europeans; and, with the exception of a short portage, between the White and Onion rivers, they brought their furs from Canada by water. During the Indian and French wars, this route was frequently used for more hostile purposes; and captives were taken from these settlements so late as the Revolutionary war. The scenery is interesting and various all along the route.

Royalton, a pretty village. This place was burned, Oct. 16th, 1781, by 300 men, principally Indians, who came down from Canada. They killed two men and took away six prisoners to Montreal.

Randolph is considered one of the most beautiful towns in Vermont, and a stage coach likewise passes that way.

Gulf.—The entrance of this remarkable passage from the east, is under the brow of an abrupt mountain, where a branch of White River flows along by the road in a gentle current, quite inadequate in its present condition to such effects as it has produced at some former period, in parting this enormous barrier. It was not, however, by the gradual action of a diminutive stream like this, even when increased by the annual floods, that such changes were made; but by the pressure of a lake confined among the mountains, which here first found a channel.

The Gulf road extends 6 miles, and the ground is so level that it has been proposed to make it the course of a canal. On the height of land is a pond, from which flows a stream into the valley. Part of it joins the White River, and part the Onion River.

Montpelier is the capital of Vermont, and a very pretty town. It contains the *State House*, a *Court House*, an Academy, and other public buildings.*

A survey has lately been completed, of Onion River, from Lake Champlain, at Burlington, to Montpelier, a distance of 38 miles. It is ascertained that a canal may be made on three levels, the amount of fall at three points being 394 feet. The height of Lake Champlain above the Hudson river, at Albany, is 86 feet. The elevation from Montpelier towards the Connecticut River, to Onion River Pond, was found to be 877 feet, and the fall thence to the mouth of Wells River on the Connecticut, 918 feet, making the whole lockage from Lake Champlain to the Connecticut 2189 feet. By another route through Dog River, where there is a less abundant supply of water, and White River, to the mouth of the latter, the lockage is 1468 feet.

From Montpelier to Burlington, the road pursues the course of Onion River nearly the whole distance, and affords a succession of hilly and mountainous scenery, such as is characteristic of the state. The river is in many places smooth and gentle, though occasionally interrupted by falls and rapids.

* *History of the State.*—The first discovery of Vermont was made in 1609, by Samuel Champlain, who, after establishing a colony at Quebec, proceeding up the rivers St. Lawrence and Sorel, explored and gave his own name to the lake which washes the western part of the state. In 1724, the government of Massachusetts erected Fort Dummer, in the town of Brattleborough, on Connecticut river. The first settlement in the western part of the state was commenced by the French in 1731, in the town of Addison, and at the same time they erected a fort at Crown Point. The government of New Hampshire began to make grants of townships within the present limits of Vermont in 1749, at which time the settlement of Bennington was commenced, and at the same time a violent controversy ensued between the New Hampshire grants and the province of New-York. The first convention of the state met at Dorset, in 1776, and the first constitution was adopted by a convention assembled at Windsor in July, 1777, but the organization of the government did not take place until March, 1778.

The difficulties between Vermont and New-York were amicably settled in 1790, and the next year she was admitted into the confederacy of the states.

In April, 1828, there were ten banks in Vermont, with \$949,844 in circulation in notes.

On the road from Montpelier are two remarkable *Water Falls*, in the Onion River. They are so near the road that they will be heard in passing, and seen by taking a few steps. The *Upper Fall* is in the midst of a wild scene, the water pouring over broken rocks, between two high and perpendicular banks. The *Lower Fall* is of a peculiar character: the stream is broken into foam, and rushes with great rapidity; yet the channel is obstructed in such a manner by several large rocks, that the stream is turned alternately from side to side, being dashed with violence against their bases and thus forced into a zig zag course. A few miles before reaching Burlington, the road leaves the river, which bends away further towards the north. At its mouth is an extensive and fertile meadow, which may bear a comparison with those on the Connecticut.

Burlington is a large and beautiful town, and enjoys one of the finest situations on Lake Champlain. The ridge of the hill, on the declivity of which it is built, commands an extensive view upon the lake, with the numerous mountains, which border its western shores, and a large expanse of water on the right and left. Immediately below is the bay, bounded by high land; and the elegant dwellings and beautiful gardens of the wealthier inhabitants, ornament the foreground.

The *Steamboats* stop here on their way to Whitehall and St. John's (the route to Montreal;) and the traveller is referred to the *Index* for the objects on the lake in those directions. [*Returning to Connecticut river.*]

HANOVER.

This village, 21 miles above Windsor, is remarkable as the seat of

DARTMOUTH COLLEGE,

an institution which holds a very respectable rank for learning and influence, the number of its pupils, and the ability of its officers. It was founded for the education of Indians, and was named after William, Earl of Dartmouth. It possesses a large tract of land, which, however, is unproductive; and the college building, which is of wood, and not inhabited by the students, has an aspect of decay. The chapel is also of wood; but several of the houses about the green are very neat, and the ground being elevated, the place is very pleasant. The bills for tuition here are \$33 a year.

The *Medical Institution* is a brick building, a little north from the square. The number of scholars in the college is generally about 140.

The road between Hanover and Haverhill, 28 miles, presents few objects of much interest; the country not being thickly populated, and no villages intervening, except Oxford, which has several very neat houses.

Opposite Hanover, in *Norwich*, Vt. is a Military and Literary Academy, established by Capt. Partridge, which is continued since his removal to Middletown, Ct.

The *Stratford Copperas Works* are nine miles north of Norwich. One of the buildings is 267 feet long. The ore is pyrites, taken from a stratum in a hill overlaid by a crust of ferruginous earth containing petrified leaves, &c. The ore is broken and thrown into heaps, for about two months, when it gradually undergoes a chymical change, emitting spontaneous fire and fumes of sulphur. It is then leached in tubs, and the water, after boiling, yields crystals of copperas, of a rhombic form and a beautiful green colour. The manufactories produce about 10,000 tons annually.

HAVERHILL.

There are three villages in this town, but the northern one is where the Boston road comes in, and where there are two good inns. The situation is elevated, and overlooks the meadows for some distance. The distant scenery is here very fine, as Moosehillock Mountain and several others are in plain view, and serve as an introduction to the White Mountains, which we are approaching.

On the opposite side of the river is *Piermont*, (and the traveller may cross or not,) where is a *Sulphur Spring* of some local celebrity, with a building for baths. Some distance south of it is a large house, in an agreeable situation, for the accommodation of visitors. It is capable of receiving a great many people, and has a garden and pleasant rustic walks about it. The stables are large, and great expense had been incurred, which has yet been ill repaid.

The *Great Ox-bow* is a meadow containing about 500 acres, lying in the town of Piermont on the western bank, and in the form of a crescent. An iron mine has recently been discovered in this town. The soil is fine and valuable; but from the comparatively small extent of the meadow, it cannot be compared with that of Hadley. There are two or three houses seen, belonging to the family of the first settler, who, as may be imagined, soon acquired wealth from so valuable a tract of land.

At Bath is the handsome residence of Hon. M. P. Payson, and an excellent inn kept by Carleton.

From *Bath* to the *White Mountains*, there are two roads, one of which turns off through Lisbon, Littleton,* Bethlehem, Breton Woods, Nash and Sawyer's Patent, and Shadbourn and Hart's Patent.

* At Littleton is an excellent inn. Distance from Hanover, 60 miles from F. A. Crawford's, 18.

Such is the wildness of the country, that we can do little more than enumerate the places. The road is new, in many places rocky, and in others rough, on account of the logs which have been laid down to support it, and the remains of the stumps of trees. But it is more direct and much less mountainous, than that which passes through Lancaster. It does not, however, afford that fine view of the Connecticut Valley, nor of the ranges of mountains which there surround it, like a magnificent amphitheatre.

Franconia. This is a secluded village among the mountains, 5 miles from Bethlehem, where iron is manufactured to a considerable extent. It is at the foot of Haystack Mountain, which is about half-way between Mount Washington and Moosehillock—20 miles from each. Gibbs keeps an excellent inn at this place; and the stage coach passes twice a week, on the road to Concord and Boston by Plymouth, N. H. The situation of the village, which contains 8 or 10 families, is highly romantic, and it presents many fine points of view. The Iron Mine is entered by a large cavern, and is worthy of a visit.

The *Haystack* may be ascended by any traveller disposed for arduous enterprises of this description: but it is not recommended in preference to the ascent of Mount Washington, which is rather less difficult. A footpath turns off from the road about 6 miles from Franconia, which conducts to the summit, 3 miles. The first two miles are through thick hemlock, hachmetac, spruce, &c. then $\frac{1}{2}$ mile stunted trees, and the rest bare rocks. Near the spot where the path begins is a remarkable *Lusus Naturæ*, formed by a rock on the side of a mountain, which bears a resemblance to the human face in profile. This eminence, called *Profile Mountain*, is 4 miles south of the lower iron works. The forest shrubbery extends to the margin of the bare rocks much in the proportion of the bust of a man. It is called the "*Old Man of the Mountain*." The precipice is 600 or 1000 feet high, and rises from

the side of a pond, which is a source of the Pemigewasset river. The neighbouring region is so mountainous, that more than fifty peaks, it is said, may be counted from the top of the Haystack. Indeed the view from that eminence embraces nothing but mountains, with here and there a cleared spot on the Plymouth road, and numerous marks of slides or avalanches made by the inundation in 1826.

LANCASTER

is a very pleasant town, and the last on the river which merits that name. The surrounding mountains form a noble scene, superior to every other of this nature along its course.

The Canada line is only 40 miles north, and lies along the Connecticut. The following are the towns and best inns : (Marshal's and Eames') Northumberland ; (Porter's) in Stratford ; (Maburin's) Columbia ; (Chamberlain's) Colebrook ; and the last stage (Col. Eames') Stewartstown.

[Having now completed the route up Connecticut River, we return to Long Island Sound. For other routes and places, see Index.].

NEW-LONDON, CONNECTICUT.

Entering New-London Harbour, (in a N. Y. steam-boat,) on the left is the Lighthouse, and the dwelling of Gen. North, once aid-de-camp to Baron Steuben. The shore beyond is inhabited by fishermen, whose boats (called snacks) are generally to be seen in great numbers.

Fort Trumbull occupies a point beyond, and is garrisoned by the United States. It was taken in the revolutionary war, as well as the town, and *Fort Griswold*, which stands on the high hill opposite. Looking up the River Thames, the prospect is handsome, the banks being high and cultivated, and backed by

Horton's Hill several miles distant, in the Moheagan country.

The harbour of New-London is one of the most accessible, safe, and commodious in the United States, lying near the Ocean and the Sound, almost surrounded by high land, and having water enough for ships of war quite up to the wharves, with a fine sandy bottom near the shores. Unfortunately, however, there is no convenient communication far into the country, and the region about it is far from being fertile, so that the place can never attain much importance. It serves in some degree as the port of Connecticut River, because there is no good harbour there; and a great deal of trade was carried on with the West Indies a few years ago.

New-London is the third town in Connecticut for the number of inhabitants, and like several of the other principal places, although so small, enjoys the privileges of a city. It is situated irregularly, principally at the foot of a hill facing the east, and wears an appearance of decline; but some of the houses are handsome, and there are several fine situations near the top of the hill.

There is a road hence to Providence, and another from Norwich, (13 miles up the Thames,) both equally uninteresting, and nearly of equal length. The river, however, affords some very pretty scenes, and Norwich is a neat and interesting town. The prices have hitherto been nearly the same for the two routes.

Fort Griswold, opposite New-London, was garrisoned by a few continental troops in the year 1781, in the Revolution, when Benedict Arnold, after his treacherous desertion of the American cause, appeared off the harbour with a British force on the 6th of September; and landing 800 men on each point of the harbour, marched up and took Fort Trumbull, and burnt the town. Col. Eyre, who commanded the troops on the eastern shore, proceeded towards Fort

Griswold, and sending in a flag of truce, demanded a surrender.

But before this time, Col. Ledyard had entered the fort, and garrisoned it with 120 men, chiefly militia volunteers from the neighbourhood. The British troops had advanced under cover of a wood, and invested the fort; but the Americans defended themselves for some time, beating off their enemies once, and finally surrendered, when resistance would have been entirely useless. The enemy had lost 41 officers and men, who were buried near the spot; with Col. Ayres, the commander, wounded, and Maj. Montgomery killed. After the surrender, however, a massacre of the prisoners took place, which cast the deepest disgrace on the expedition: 70 officers and men being the victims, most of whom were heads of families. Many of the wounded were also treated in a most barbarous manner, being placed in a cart, and rolled down the hill just south of the present road to the fort. Arrangements have been made for building by subscription a monument on the spot. It is to be an obelisk, 120 feet high, to cost about \$14,000.

The objects on the Thames, at Norwich, &c. will be taken up on page 301.

Road from NEW-LONDON to PROVIDENCE.

Fort Hill is a commanding eminence, about 4 miles east from this place, and derives its name from a Pequot Fort, which formerly occupied its summit. The road crosses it near the southern limit of the fort, and a small church stands a quarter of a mile above, within the extensive space once enclosed by that palisaded work. It was the great fortress of the terrible Pequot nation, which makes a very conspicuous figure in the early history of the eastern colonies. They had fought their way from the interior, and seated themselves in the present limits of Groton, where the few poor remains of their descendants still are found. On the

arrival of the English, they had extended their conquests a considerable distance up Connecticut River, and the Eastern and Western Nehantics on the coast were subject to them.

In consequence of the murders they had committed, and the attacks with which they threatened the infant settlements at Hartford, Windsor, and Wethersfield, the inhabitants formed an expedition in the spring of 1637, led by Capt. Mason, attacked their other fort on the Mystic, burnt it, and killed about 600 persons: after which the nation fled from their country; and having suffered another terrible slaughter in the swamp at Fairfield (see that place) were reduced to slavery, and ceased from that time to be an object of terror.

This hill commands an extensive and delightful view, being almost entirely clear of obstructions, and being superior in height to the neighbouring hills. A considerable extent of Long Island and the Sound are overlooked from the summit, with various islands, bays, and points on the Connecticut coast. At the time of the burning of Mystic Fort, it was occupied by the chief Sachem Sassacus, who hastened to the relief of his subjects, but arrived too late to render them any assistance. On his return here, he burnt the wigwams and palisadoes, and immediately fled for refuge to the Mohawks, by whom he was beheaded.

Mystic, $7\frac{1}{2}$ miles.

Stonington, 10 miles.

On descending the hill which leads into this village, Porter's Rock, 30 or 40 feet high, is seen a little off the road on the right-hand. Under the shelter of it, it is said, Capt. Mason encamped with his little army, on the night of May 26, 1637, old style, a few hours before his successful attack on the second Pequod Fort, which was on the top of a hill about two miles south of this place.

During the last war, a small fort in this town was attacked by a ship and two brigs of Com. Hardy's

squadron, and defended by the inhabitants with great gallantry.

Hopkinton, 11 miles.

West Greenwich, 15 miles.

Centreville, 2 miles.

[Here are two cotton manufactories, about half a mile apart, and two weaving shops, with their little settlements, principally inhabited by the work people.]

Providence, 11 miles. (See page 309.)

THE RIVER THAMES.

Steamboat Route from NEW-LONDON to NORWICH.

A little above New-London, there is a singular rock, on the east side, where the explorers of the river are said to have landed, and to have been attacked by the Pequods. The Moheagan country lies above, on the west side, with *Horton's Hill*, on the top of which Uncas had a fort, something of which still remains. It is a very commanding position, and overlooks the surrounding country. During the late war, the government ships *Macedonian*, *United States*, and *Hornet*, which were in the river, lay moored here for a length of time, and their guns were drawn up by oxen to the top of the hill, on the east shore, above the little cove. A small battery was also constructed on the little spur projecting from the hill in front. 3 or 4000 militia were stationed on the opposite shore for their further security.

Massapeague Point, just above. Here the river is quite narrow, opening northward into a small lake.

There is a small *island* on the eastern shore, on which is a stone cottage, built by the soldiers for a poor family which resided here during the war. It lies at the entrance of a pretty cove, which makes up a mile. Commodore Decatur brought the ships up

here, for still greater security against the British cruising off New-London harbour. The place where they lay is *Kiah's Cove*, a mile above the island. Above this place, the river has been impeded by sand, washed down by the Shetucket River, and attempts are making to remedy it by building piers.

Trading Cove, 1 mile above Kiah's Cove, is a handsome little bay, making up into the Indian country, and derived its name from the barter formerly carried on here between the white men and the Moheagans. Uncas, the Sachem of Moheagan, was believed to be of Pequod descent, but in a state of successful revolt at the time the English became acquainted with him. His chief residence was near this cove, now the centre of the Indian Reservation; but the burying ground of the royal family was near Norwich Landing (which is in sight from this place). He had conquered the country as far north as about the present Massachusetts line, but became an early friend of the whites, and rendered them important services, particularly in war, as well as his successors, the later Moheagan Chiefs.

Before this part of the state was settled, Uncas was once so closely besieged by his enemies the Pequods, that he suffered extremely from a scarcity of provisions, and was relieved only by the care of a man named Leffingwell, who was despatched from Connecticut with a boat loaded with provisions. In gratitude, Uncas gave him a large part of the present town of Norwich for this important service. There is a rock still pointed out on the shore, and called Uncas' Chair, where the Sachem is said to have set and watched the arrival of his friends.

On the south side, Trading Cove is bounded by Nab Cooper's Hill, an appellation somewhat quaint for a neighbourhood not deficient in romantic association. Beyond is *Fort Hill*, which derived its name from a little place of strength erected in old times by the Indians, as a protection against other nations small like themselves. The poor remains of this tribe reside on

the lands secured to them by the state government, and live in all the ignorance, idleness, and thriftlessness common to Indians in this part of the country: melancholy testimonies of the degradation to which the most active human minds may sink when every customary impulse to exertion has been stifled, and no new incitement extended. An Indian could formerly equal or surpass his companions by an extraordinary display of swiftness and skill in the chase, or conduct and courage in war; and what exertions were not made for the attainment of such distinction? Red men have traversed these beautiful shores in the pursuit of game, or the tracks of their enemies, and suffered all the severities of climate and privation, of wounds and of torture, for those white men whose sons now neglect and despise their descendants, and coldly question their capacity for improvement.

NORWICH.

Stage Coaches go on to Providence and Boston, and there are others in different directions.

It contains three villages, of which *Chelsea Landing* is the principal, and is remarkable for its singular situation, as well as for its appearance of business, which is much favoured by the numerous manufactories in the neighbouring country. The *Plain* is about a mile north, and a very pleasant place.

On the way thither is seen the *Cove*, at the upper end of which are the *Falls of Yantic*, a stream which pours over a ledge of granite about 40 feet high, and supplies several manufactories with water. The place is highly picture-sque. A rock, 70 or 80 feet in height, overhangs the stream, whence a number of Narragansett Indians once precipitated themselves when pursued by the Moheagans.

The *Burying Ground of the Uncases* is on the elevated bank north of the Cove, on the grounds of Judge Goddard. There are stones marking the graves of

numerous members of the royal family of the Moheagans, and a few of them bear English inscriptions. The family is now extinct, with the exception of one or two degenerate beings, who have nothing but their name to boast of. Uncas, the old friend of the white men, is buried here. He and his nation were the only steady allies they ever found among the Indians, steady and powerful enough to render them very essential service. He was a man of extraordinary talent, and withal extremely politic ; but he refused to join the general insurrection under King Philip in 1675, and died a friend of the white men.

This plain was the principal summer residence of the Moheagans.

The *Flannel Factory* is 146 feet by 40, 5 stories high, with a bleaching house, and dying house, and makes 5000 yards a week. There are also the *Carpet, Pottery, Paper*, and other factories.

The *Cotton Manufactory* is a very large establishment, under the bank and at the mouth of the Yantic. The position is well selected, and the sum expended in buildings and machinery very great. It is owned by a company in Boston, from which city a vast amount of capital has been expended in all parts of New England for similar objects, as the traveller will have opportunity to perceive as he proceeds.

The manufacturing village, although recently built contained, in 1827, 800 inhabitants. About a million and a half of dollars have been invested here. 1600 bales of cotton were manufactured annually, producing more than a million yards of cloth ; 5 or 600 tons of iron made into nails, nail-rods, &c. and 150 or 200 tons of castings made from pig iron. 10,000 reams of paper have been made in a year, besides machinery, linseed oil, &c. Here are two school-houses and two churches.

Canal. Surveys were made in 1825 for a Canal to run from Norwich parallel to Connecticut River, up the Quinebaugh River to Massachusetts. The supply of water is considered abundant at all seasons, and the

tract of country through which it is to pass extremely favourable to the execution of such a design, as well as by its fertility and population, encouraging to its success. It is to pass through the following towns: Springfield, Palmer, Western, Brookfield, Sturbridge, Southbridge, and Dudley, to the Quinebaugh. In 1828 an association was formed to petition the Legislature for assistance in this project.

ROAD FROM NORWICH TO PROVIDENCE.

The road follows the course of the Quinebaugh River for some distance, through a hilly tract of country, and near a fine cataract in that stream. At the distance of $1\frac{1}{2}$ miles from Norwich, it passes

Sachem's Field. This is an elevated plain, on which a battle was fought in the year 1643, between about 300 Narragansetts, (who inhabited Rhode Island,) and 500 or 600 Moheagans. The Sachem of the former, Miantonimo, intending to chastise Uncas for his adherence to the English, secretly advanced into his country with an army; but Uncas was aware of his approach, and met him on this plain where both parties halted.

Uncas resorted to a stratagem. He stepped forward alone, and challenged Miantonimo to decide the quarrel single-handed. This, as he expected, was refused; and while his enemies were not prepared, he gave a signal by falling down, when his men instantly set up a yell, discharged their arrows, and rushed forward. The Narragansetts fled, and many of them were killed. Uncas captured Miantonimo himself, but the haughty Indian would not ask for quarter nor speak a word. He was taken to Hartford, and after a trial, was delivered to Uncas for execution. He was brought back to this place, and while marching across the field was tomahawked on a spot a little east of the road, where a heap of stones for many years marked the place of his burial.

Jewett's City is a small manufacturing place, 7 miles

from Norwich. There are three cotton manufactories here, one with 2000 spindles.

PLAINFIELD

is a pleasant village; the inn is large and good, and overlooks a fertile plain, through which is the route of the proposed canal to Brookfield, *Mass.*

On crossing the line to Rhode Island, the country becomes uninteresting. The farmers are poor and negligent; there are no villages deserving of the name, and nothing worthy of particular notice, except one or two small manufactories.

PROVIDENCE. *See page 309.*

NEWPORT.

This place possesses one of the best harbours in the United States. The entrance is guarded by the Dumlings Fort and Fort Adams; and the scenery about it is agreeable.

Fort Adams on Brenton's Point is to become one of the most important fortresses in the great plan of coast defences, which have been for some years in the progress of construction. This fortress was to cost, on an estimate, \$170,000, and is to embrace, when completed, an extent of 130 acres. A range of guns is to line the shore towards the west as far down as the first rising ground. The outer wall will be 40 feet in height, and extend nearly three-quarters of a mile, enclosing about 19 acres. The outline of the works is now easily seen. They will be able to mount 150 cannon, in connexion with the redoubt, which is to be erected on a neighbouring hill. Thus the fort would be prepared for an attack on all sides, should it be made. The foundations and trenches have been cut into rock or hard clay. There is also a range of subterranean galleries cut in rock.

Other works, in connexion with Fort Adams, are pro-

posed on the opposite shore, the Dumpling Islands, &c. which would render the port secure as the principal rendezvous for our navy north of the Chesapeake, for which it is designed by the government. If not entirely secure from a land attack, the neighbouring country would soon afford it abundant relief. This fort is thought not inferior, either in plan or importance, to any, unless Fort Calhoun.

Fort Wolcott is on Goat Island, opposite the town.

Newport extends about a mile along the shore, but presents the aspect of decay, as the commerce has been removed to Providence. The situation has many advantages; and this with the cheapness of rent has begun to render it the temporary abode of many strangers during the warm season. The *Bellevue Hotel* enjoys a fine situation.

The Windmill, an old stone tower on the top of the hill, is a conspicuous object, although long disused. There are four churches visible; and the *Library*, a small but neat and correct specimen of architecture in the upper part of the town, is worthy of attention. The houses of the town are thickly clustered about the water, but make rather a gloomy appearance on account of the want of paint and repair; the place having experienced a gradual declension produced by the success of Providence, 30 miles further up.

The Poor House is on Coaster's Harbour Island, about a mile above the town, seen in passing in the steamboat. The island belongs to the town, and contains 80 acres. The building is three stories high, of stone, and contains 50 or 60 poor. Those who are able, work on the land, and others at different manufactures; but most of them are women, and some superannuated. The keeper receives fifty cents a week for the board of each, which is paid by the town, to which the products of the labour are credited. Since this establishment has been formed, the expenses of the poor to the town have been reduced one-half.

The beach behind the town, like the whole circuit

of the city on the land side, was defended by a line of troops, batteries, &c. during the possession of it by the English in the revolutionary war; and the opposite high grounds were occupied by the American army, whose head-quarters were on Taumony hill, a mile and a half, or thereabouts, from the town; an elevation which affords an extensive view on every side. Gen. Prescott was taken here during the war, by a bold party of men under Col. Barton, who landed secretly from a boat in the night, went to the British head-quarters, and conveyed their captive away, before the land or naval forces, then in the harbour, could prevent them. The place was blockaded by the British fleet.

During the possession of the place by the enemy, the trees, as well as about 900 houses, were cut down for fuel; and although the island is admirably calculated for the growth of fruit trees, and was, before that period, quite covered with the finest orchards, it is now so divested of trees of every description, as to appear remarkably naked and monotonous for an American scene. The fertility of the ground, and the excellence of the crops, however, as well as the neatness and precision with which the fields are cultivated, and regularly divided by fine stone walls, present a picture of agricultural beauty rarely paralleled in the United States. The island, 14 miles long, and not 3 wide, contained in 1827 more than 30,000 sheep.

Fort Green is a little battery erected on the water's edge, about a mile above the town.

Mount Hope, famous as the ancient royal residence of the Wampanoag Indians, and particularly as the abode of King Philip, and the scene of his death, is seen from a few miles beyond Newport, towards the north-west. It rises in Warren, on the shore of an arm of the bay, and will be particularly described hereafter. The view of it is soon afterward cut off by the intervention of *Prudence Island*, which is about five miles in length, and presents the same fertile soil and gently swelling surface as that of Rhode Island. The

inhabitants are few, as are those of Patience and Hope; islands of a much smaller size. Despair is a cluster of rocks on the left, near the island of Hope, the north end of which is 20 miles from Providence.

Rhode Island Coal Mine. An extensive mine of anthracite, or incombustible coal, was opened a few years since near the north end of the island, in Portsmouth, about 2 miles from Bristol Ferry. It was not extensively used, however, and the work was speedily abandoned. The property has passed into other hands within two or three years; and since the anthracites of Pennsylvania have become so valuable, about 40 hands have at some periods been employed in digging it, and about 100 tons of all sorts of coal have been got out in a week. The vein which is wrought is about 4200 feet one way, 115 another, and 4 feet in thickness. It lies on an inclined plane; and three other veins are supposed to be of equal extent.

New-York being the great market for coal, this mine is very conveniently situated; lying within 800 yards of the river, where sloops come up to a wharf and road. The excavations are liable to be flooded in wet weather, by which the working has been a good deal impeded. It is necessary that fireplaces should be constructed on the plan of a furnace to burn this coal, as it requires a high degree of heat to ignite it.

PROVIDENCE.

This is the second city in New-England, both in population, wealth, and beauty. It contained, in 1825, about 16,000 inhabitants, and is beautifully as well as advantageously situated at the head of navigation, on the river of the same name. It contains several handsome churches, a theatre, an arcade. (on Westminster-street,) and many fine houses.

BROWN UNIVERSITY,

the greatest institution of learning in the state, is built on the summit of a high hill, the ascent to which is not very easy, although it is laid out in streets, decorated with some of the finest houses in this part of the country, dispersed among spacious gardens, and mingling the delights of the country with the splendour of a city. There are two brick buildings belonging to this institution, which command fine prospects. In 1828 the number of graduates was 27.

The town was settled by Roger Williams, who left the old colonies in consequence of a disagreement in religious doctrines. He built his house on the shore, near the present Episcopal church. Many of the society of Quakers or Friends afterward joined him, whose descendants form a large share of the population of the state.

The *Academy* is a large institution, near the College, established by the Friends.

On Eddy's Point, it was lately said, was the only cotton manufactory in the United States worked by steam.

This state, having severely suffered from the want of public schools, has recently taken laudable measures to supply the deficiency; and the towns are hereafter to be supplied. An Infant School has been established in Providence.

(For PLYMOUTH, see *Index*.)

[*Taunton*, 32 miles from Boston, next above Dighton. A great quantity of cotton is manufactured here, and there are extensive works in iron. The power is supplied by 5 dams on the west branch of Taunton river. About 1500 tons of iron are manufactured here every year, 1200 tons into nails, 300 into plates, hoops, and machinery. From 1500 to 2000 pieces of calico prints

are furnished by the cotton manufacturers, &c. weekly. Annually 800,000 yards of No. 30 cotton cloth are made ; and 50,000 lbs. of yarn, all out of 800 bales of cotton. About 700 persons are employed with 7000 spindles and 200 looms. The highest manufactories up the river are built of wood ; the next of stone ; the third of brick. There are two brick dams, and the printing establishment is among the last.

There is also a manufactory of Britannia ware, &c.

Sampson's Hotel, at Marlborough Ponds, is a pleasant resort, half-way to New-Bedford.]

Manufactories in New-England. There are said to be about 400 buildings in this section of the United States, devoted to the spinning, weaving, and printing of cotton ; 135 for Massachusetts ; 110 for Rhode Island ; 80 for Connecticut ; 50 for New-Hampshire ; 15 for Maine ; 10 for Vermont. They were supposed to contain on an average 700 spindles : which gives a total of 280,000. They worked perhaps 280 days in a year, and used 140 lbs. of raw cotton to each spindle : which would give a total of 39,200,000 lbs. or 98,000 bales. In one-third of the manufactories the weaving is done by power looms ; in one-third by hand ; and the others send their yarn to the middle and southern states, where it is woven by hand under contractors, or in families. Business has declined.

Not more than 275 cotton manufactories are supposed to be in operation in the remaining parts of the United States.

Wool and Woollen in the United States.—It was conjectured in 1827 that about 100 millions of dollars were invested in sheep and sheep lands in this country ; the number of sheep at 15 millions, and 100 millions employed in manufacturing wool. By the last census there were, in Dutchess county, N. York, more than 450,000 sheep, which would give a surplus for other markets of 500,000 lbs. of wool annually. From 800,000 to a million of sheep were estimated to have been wintered in the state of Maine in 1826. '27 ; 32

millions of pounds were supposed to be worked up that year in the United States, giving full or partial employment to 100,000 persons.

In boring the earth in this town, in 1828, from the end of the earth, the auger passed through the artificial soil—then through a stratum of mud—then through bog meadow, containing good peat—then through sand pebbles and quartz gravel. At this point water impregnated with copperas and arsenic broke forth; next struck a vineyard and drew up vines, grapes, grape seeds, leaves, acorns, hazlenuts, pine burs and seeds of unknown fruits, together with pure water. This was 35 feet below the bed of the river!

Rail Route from Providence to Boston.—A year or two since, a survey of the country between these two cities was made under the authority of the Legislature of Massachusetts, for the purpose of ascertaining the practicability of a railroad. The middle route was proposed, beginning on Front-street or near the Common in Boston, proceeds on the west side of Boston Neck, through Roxbury, west part of Dorchester, east part of Dedham, middle of Walpole and Foxborough, a corner of Mansfield and Attleborough City to Pawtucket; crosses the river near Central Falls, proceeds through the east part of Providence to India Point, thence may be extended to Water-street—or it may come to India bridge, on the Massachusetts side, and there terminate, or cross the river near that bridge to Fox Point. The whole distance from Boston to Fox Point, by Central Falls, is 43 miles and 48 chains: cost of single road 334,000 dollars—double road 649,513 dollars. Greatest rate of inclination would be 30 feet in a mile. The amount of ascent and descent on the route to Fox Point, by Central Falls, is 879 feet.

The amount of merchandise annually transported between the two cities was estimated at 1700 tons by land, and 3400 by water, besides a large amount for

shorter distances. In 1828, \$82,000 were received by the agents of one of the lines of stage coaches between these two cities.

BLACKSTONE CANAL.

This canal, which was completed in 1828, and extends to Worcester, Mass. runs along the course of the Blackstone River for several miles. That stream is seen on leaving Providence, and lies west of the road to Poston. The road now in use is new, and shorter than the old, but avoids several villages which that passes through, and presents very few objects worthy of notice. The *Blackstone Canal* is 45 miles long, 18 feet wide at the bottom, and 34 feet at the surface. There are 48 locks, all built of stone, which overcome a rise and fall of 450 feet. The size of the locks is 82 feet in length, and 10 in breadth; and the cost of the whole work was about \$550,000. The water is chiefly derived from the Blackstone river; but there are large ponds at different parts of the route which can be drawn upon at any time. Soon after the opening of the navigation, a quantity of cherry plank and joist was received here from a vast distance west. It grew in Michigan or Ohio, at the head of Lake Erie; from whence it was shipped down the lake to Buffalo, thence by the Erie Canal to Albany, from that place to Providence by sloop navigation, and from Providence to this place by the Blackstone canal, a distance, in the whole, of at least *nine hundred miles*, four hundred miles of which is an *artificial navigation*.

PAWTUCKET

is one of the largest manufacturing places in this part of the country, and has increased surprisingly within a few years. The banks of the river are varied and somewhat romantic; while the fall, which is under

the bridge, furnishes a most valuable water power. Cotton is principally manufactured here, though there is machinery devoted to other purposes. The influx of strangers, many of them poor and ignorant foreigners, and most of them removed from the wholesome restraints of a better society, has produced unfavourable effects on habits and morals; which is the worst feature in the manufacturing system. The first spinning by machinery in this country was done on a very small machine in 1785, in Providence.

The road between Providence and Pawtucket, 4 miles, is one of the best in the United States; as the law requires that all the income above 10 per cent. shall be devoted to repairs; and the travelling is very great. It is hard and smooth, and is to be furnished with a convenient side-walk the whole distance.

Pawtucket is the first village near the canal and contains 8 or 10 cotton factories. At *Central Falls*, 3 miles above, 4 do. *Valley Falls*, a short distance above, 4 do. Next come Kelley's and the Albion factories; then Mansfield, where are two factories, one 45 feet by 150, and 5 stories high, of pressed brick. A mine of anthracite coal has been found near the canal.

At *Woonsocket Falls* the descent of the river is 33 feet in a short distance, and affords fine seats for machinery, equal to Pawtucket. There are cotton and woollen factories here. The canal passes through the village of Cumberland, and rises by three locks, of 11 feet lift, constructed of granite. There are two other factories near this place; and four at Bartlett's falls above, with a Scythe factory.

At *Slatersville* is a factory 46 feet by 153, and 5 stories high, of hammered granite. All these establishments, from Central Falls to Slatersville, are in the township of Smithfield, which abounds in valuable limestone.

Mendon. Here is Farnem's woollen factory, and a cotton factory, without mentioning several other establishments off the river. The *Blackstone Factory*, on

Mammoth, can make about 5000 yards of sheeting daily. A little above are two other factories.

Uxbridge. Here are factories of kerseymere, sattinet, &c. Rogerson's factory is one of the first in the state. It cost about \$140,000. There is a remarkable aspect of neatness and beauty pervading the establishment and the village. There are several beautiful little ponds formed by art, the margins of which, as well as of the river, have a very pretty aspect.

Northbridge. Here are two factories. Ho'brook woollen factory makes about 300 yards of sattinet a day, and Dennis' about 100. A quarry of granite is opened about 200 yards from the canal; and that material abounds in this region.

Grafton. Here is a fall of 51 feet. 400 yards of sattinet are made in one establishment here. Here are to be seen the New-England Manufacturing Company's buildings, where they make duck and twine from both flax and hemp. This is on the eastern road to Providence, and 6 miles from Worcester.

The *Great Reservoir* is just above. It is formed by damming the Quinsigamond pond and four other ponds, by a single dam. This sets the water back so far as to cover more than 2000 acres; and keeps an abundant supply always at disposal.

At *Wilkinsonville* is a large cotton manufactory; and at *Milbury*, a little way beyond, 300 yards of woollen are made daily. Within a short distance are also manufactories of cotton, scythes, and guns.

Worcester. Here are large paper mills, five machine shops, &c. &c. (See *Index*.)

Attleborough. The inn stands on the spot once occupied by a block house, built on the frontier of the Indian country before Philip's war. Opposite is an old burying ground, which contains the body of the first man killed here by the savages. The largest Button Manufactory in the U. States is in this town.

Walpole. Here the stage coaches usually stop to dine or breakfast.

Dedham, 10 miles from *Boston*, is a large and beautiful village, with regular and well built streets, and some quite elegant houses. Fisher Ames lived in the second house on the left-hand, as you enter the village.

[*Blue Hills*. This is a pleasant retreat, about 7 miles from the city of *Boston*, and much resorted to in the summer season ; as a large house of entertainment has been recently erected at the foot of the mountain, whence the place derives its name ; and the summit, which is considered 800 feet above the level of the ocean, commands a fine and extensive view. A small house has also been built on the top, where the view is the finest, for the temporary repose and supply of visitors. On the northern side, the view embraces, in a clear day, the Green Mountains in Vermont, and the White Mountains in New-Hampshire, with a wide extent of country between : Nahant, and in general, all *Boston Bay*, is seen eastwardly, and near at hand.]

The hills are seen on the right from the road, a few miles south of *Boston*.

Quincy Railway. This is the first work of the kind which was constructed in the United States. It is 3 miles long, and leads from the quarries of granite to navigable water, for the transportation of stone to *Boston*. The railway and the quarries will be found worthy of a visit. The descent from the commencement to the wharf is 86 feet ; breadth 5 feet from the inside of one rail to the inside of the opposite one ; a horse path between the two rails 4 feet 4 inches wide. The plank rails are of pine 10 inches in height, with caps of red oak 2 inches thick, by 3 inches width. The sleepers, or tranverse beams are of granite, 7 feet long, on which the rails rest ; these sleepers are at distances of 8 feet apart. The wrought iron rails are laid on the red oak caps, and are 2 inches wide, and 3-8ths of an in. thick : 27 tons 3 cwt. 14 lbs. of iron, including screws, are used to each mile, making short of 82 tons of iron for the 3 m. This railway was opened for use on the 16th September, 1826, and has been

since constantly used for the transportation of granite—generally 60 tons per day. One horse has drawn 22 tons, including the weight of the two wagons, from the quarry down to the wharf; but the ordinary load of a horse is from 12 to 15 tons. One horse usually draws 2 wagons. By way of experiment, one horse drew 13 tons up an elevation at the rate of 66 feet 6 inches in the mile, a distance of 200 feet. A load of 24 tons in 3 wagons passed on the railway, which did not appear to shake the rails at all. The wheels of the wagons are 6 feet in diameter; the axle tree 3 inches in diameter. Weight of wagons, 3500 pounds each.

Four beautiful columns were taken from the granite quarries, in 1828, of solid masses, for the new church in Quincy. They are 25 feet long, 4 feet 2 inches in diameter at the base, 3½ at top, and supposed to weigh 25 tons each.

Roxbury. On the Neck which leads to Boston, we pass the remains of the intrenchments thrown up by General Washington, in 1776, to shut the British troops up in the town; and a little beyond them is the place where Gen. Gage previously drew his line across, to command the communication between it and the country. The country on both sides retains marks of the American forts, redoubts, &c. and Dorchester Heights on the east are crowned with the works thrown up by Washington, which commanded Boston and the anchorage; and forced the enemy to evacuate the place. Embarking here in their fleet, they went around to Long Island, and soon after entered New-York. [See page 322.]

[Several routes have been proposed for a canal, to be cut from Boston Harbour to Narragansett Bay. Such a work would save the exposed navigation round Cape Cod.]

BOSTON.

Hotels. Tremont House.* The Exchange. Marlborough Hotel, &c.

Boston contains an uncommon proportion of fine buildings, particularly private residences: for it not only possesses much wealth, but also much taste and public spirit. The finest buildings are of whitish granite, brought from the shores of the Merrimack River, being found in abundance at different places, from Chelmsford to Concord, N. H. It is transported to Boston by the Middlesex canal, and is not only beautiful and lasting, but obtained at a moderate price. It is found very durable when exposed only to the elements: but fire soon disintegrates and ruins it. The Quincy granite is also excellent.

The Athenæum. Under the patronage of wealthy and generous friends of the arts and sciences, for whom Boston has long been conspicuous, this valuable collection of books, coins, and medals has by rapid degrees risen to a grade of eminence among the libraries of the country. In addition to the numerous and voluminous works before in the possession of the institution, subscriptions have been made within a few years to procure complete copies of the transactions of the Royal Societies and Academies of Sciences in London, Edinburgh, Dublin, Paris, Petersburg, Berlin, Turin, Gottingen, Stockholm, Copenhagen, Madrid, and Lisbon. The catalogue of 1827 contains 23,000 volumes. Any person, by paying \$10 a year, may enjoy the liberty of reading books in the rooms of this institution; but only proprietors and life subscribers have the privilege of taking them away. The library however is free to strangers introduced by proprietors, and may then be visited by them alone at any time.

* Tremont House is the most splendid hotel in the United States. It makes a fine appearance, contains 180 rooms, and is conducted on an excellent plan. A part of the establishment is appropriated to private parties and families, and has a distinct access, through a different street, with no communication with the main body of the building.

Most of the valuable periodical magazines of Europe are regularly received ; as well as those of the United States, and newspapers from all parts of the country. The Exhibition and Lecture rooms are in a building in the rear. The Academy of Arts and Sciences have a room on the first floor, and there is a picture gallery on the second.

The New Market is constructed of granite, and is of the following dimensions : a centre building 74½ feet by 55, with wings, extending in all 536 feet, with a fine façade at each end, with granite columns of single pieces, 21 feet high, and weighing each 14 or 15 tons ; a row of granite buildings on each side, 4 stories high, for stores, more than 500 feet.

In State-street are the Banks,* Insurance Offices, and 'Change.

The Common is a fine piece of ground, on the southwestern side of the city, and one of its greatest ornaments. The surface is agreeably varied by a few gentle undulations, and it is decorated with rows of handsome dwelling houses on two sides, while on the third it is bounded by the bay of Charles River, and affords an extensive view in that direction, embracing a tract of cultivated hilly country. A range of buildings near the south end of the Common, bears the name of Colonnade Row, in consequence of their being all alike furnished with white columns.

The State House is the principal object seen in approaching the city, and stands on a considerable eminence at the north side of the Common. It has a double range of columns in front of the main building, and a large dome on the top, to which a somewhat intricate staircase leads, affording the most extensive view of Boston and the surrounding country which is to be found.

* In Boston there are 17 banks, exclusive of the U. S. Branch. These banks, or rather 14 of them, have in circulation bills bearing interest to the amount of \$3,493,142 42. The amount of all debts due the whole of them, exclusive of balances due from the banks is 18,564,559 35

Chantrey's Statue of Washington. in this beautiful specimen of the genius and skill of the greatest British sculptor, Boston possesses a treasure. It was finished and sent to America in 1827, and a new apartment was constructed for its reception, adjoining the Doric Hall in the State House. The total expense of the statue and building amounted to about \$16,000. The sculptor received of this \$10,000. The entrance from the Hall into the edifice is through arched passages, which afford the visiter a full view in approaching and from various points.

The hills at Dorchester, Roxbury, Brighton, Cambridge, Charlestown,* &c. together with the numerous islands which protect the harbour, form an amphitheatre, very regular and beautiful, when seen from the top of the State House; and the villages which are seen in every direction, almost entirely line the shore. The mingling of land and water in this scene is very fine; and it is easy, at a glance, to comprehend the plan of the various measures adopted during the Revolutionary war, for the defence and the capture of the place.

The Navy Yard, at Charlestown, encloses 60 acres, and enjoys many advantages in its situation. It has a high stone wall on the north; and near the water stand a large warehouse of brick, several arsenals, magazines of stores, the residence of the superintendent, and three very large ship-houses, each large enough to hold a hundred-gun vessel, with the stages, &c. The Dry Dock is very large. The foundation is made with piles, driven three feet apart, supporting layers of timber, plank, and stone. The stone work will amount to about 500,000 cubic feet.

Gen. Gage, in 1775, ran a breastwork across Roxbury neck, which is very narrow, in order to command the only land communication with the neigh-

* At Charlestown is the *State Prison*, which has lately been greatly improved, on the best plans.

bouring country, and then continued those acts of oppression upon the people, which exasperated the colonies so much against him. Contributions were sent in for their relief from all parts of the colonies.

On the 17th of June, 1775, while the forces which had repaired to this threatened scene had their headquarters at Cambridge, a body of men, principally formed of detachments from Massachusetts and New-Hampshire regiments, having fortified themselves on Breed's Hill, (an eminence of about 70 feet, behind Charlestown,) manfully disputed the ground with the British troops sent over from Boston to occupy it. The loss was great on both sides, particularly on that of the assailants, who were driven back in three attacks. The boldness of these raw troops, and the success with which they so long withstood the charges of the regulars, were of the utmost use, by encouraging the country, and by convincing the English that they were fighting a powerful foe. The battle usually goes by the name of Bunker's Hill; but should, in strict propriety, be called after Breed's Hill, as the latter is a distinct eminence, although, perhaps, a spur from the former.

The British landed near a point, just beyond where the navy yard is now seen; and the American defences consisted of a small earth redoubt on the top of Breed's Hill, and a double rail fence, stuffed with new hay, extending from it to the water. Some remains of these works are still to be traced. A British sloop of war lay, during the action, in Mystic River, beyond the navy yard, and kept up a cross fire upon the low neck, which connects the peninsula of Charlestown with the mainland.

The 17th of June, 1825, the fiftieth anniversary of this battle, was commemorated with very appropriate ceremonies; and the corner stone of a monument was laid in an angle of the old redoubt, on Breed's Hill, with Masonic ceremonies. A large number of Revolutionary officers and soldiers assembled: and the

monument is to be erected at the expense of private contributions.

Bunker Hill Monument. The base (a mass of 14,000 tons weight,) is laid 13 feet deep, and has six courses of stone to the surface—the first of which is 50 feet on each side. Above this a pyramidal obelisk, 30 feet square, is to rise tapering, 213 feet 4 inches on the ground, and to be 15 at the top. It will be composed of 80 courses of stone, each 2 feet 8 inches thick. A winding stone staircase in the inside will lead to the summit, whence the view will be fine and highly interesting. The whole is to be built of granite from Quincy. The largest block in it is said to be of the following dimensions: 11 feet long, 5 broad, 2 feet 8 inches high, with a weight of ten tons.

After the battle of Bunker's Hill, the Continental troops were drawn in a more complete line around the town of Boston; and numerous intrenchments may still be traced out on most of the hills in the vicinity; but it was not till Gen. Washington succeeded in occupying Dorchester Heights, which command the harbour and town from the south-east, that the British embarked in their ships, and evacuated the place.

Dorchester Heights were occupied on the night of March 4, 1776. Eight hundred men formed the van; then followed carriages, and 1200 pioneers under Gen. Thomas, 300 casts of fascines and gabions, and guns in the rear. Two forts were formed by 10 at night, one towards the city, and the other towards Castle Island. Preparations were made for an attack by the British, and for defence by the Americans; but the weather prevented the design of the former, who consisted of 10,000, and they embarked for New-York. The town was pillaged, and 1500 loyalists removed. It was evacuated and possessed, March 17: ammunition, &c. being left by the British.

The *Massachusetts General Hospital* is near the Charlestown Bridge.

Bridges. Some of the most striking objects in the neighbourhood of Boston, are the bridges which lead from it to various points. There are no less than five principal ones, besides several branches. The expense at which they have been constructed and are kept in repair is very great, and they furnish great facilities for strangers desirous of making excursions to the surrounding country.

Education. The *Lyceum*, a literary institution, with branches in many of the towns in this and other states, is calculated to diffuse useful learning among all classes. This state took the lead in establishing a system of general education, and enjoys its benefits. There were, in 1827, 7500 children instructed in the public schools in Boston, as follows—There are seven grammar schools, in which were about 500 pupils. There were 200 boys in the Latin school, and 140 in the High school. The 57 primary schools contained, in 1828, 3436 children between 4 and 7 years of age, taught by females, &c. &c. In some of these the monitorial system has been introduced. The public expense incurred in instructing nearly 7500 children is \$54,500 annually. There have since been established several Infant schools, under the direction of a society of ladies.

A monument has been laid or commenced over the graves of Dr. Franklin's parents, in the Granary burying ground. The model is for an obelisk, 25 feet high, formed of seven blocks of Quincy granite, each weighing about 6 tons.

An Asylum for the Blind is to be established in Boston.

Villages. The vicinity of Boston presents a succession of villages, probably not to be paralleled for beauty in the United States. They are generally the residence of a number of the most opulent citizens during the pleasant seasons, and many of the buildings are fine and expensive. The grounds are also frequently laid out with great taste, and highly culti-

vated ; so that no stranger, who has leisure, should fail to take a circuit through them, at least for a few miles.* The public coaches may be found convenient. There are several manufacturing establishments in this vicinity, among which *Waltham* is conspicuous. [In some places on the coast salt is made from sea-water.†]

Cambridge, 3 miles from Boston, is the seat of the oldest, and one of the principal colleges in the United States. The village is very pleasant, and contains the residences of the numerous professors. The college buildings are numerous, and the older ones venerable in their appearance. 52 degrees of A.M. were conferred in 1828. This institution is the most richly endowed in New-England, and has educated many of her most distinguished men. Hon. Josiah Quincy is the President.

NAHANT,

14 miles. This is a very pleasant and fashionable resort, during the warm months : being a fine situation, open to the sea, of easy access by land or water, and furnished with several houses for the accommodation of visitors, particularly the large hotel. A steamboat

* *The U. S. Marine Hospital* at Chelsea, opposite Boston, is a fine building, erected out of the Hospital collected from seamen in the merchant service. It is 105 feet long, 50 wide, three stories high, and cost \$30,000. Here temporary relief is afforded to American seamen who had paid *Hospital money*, (unless affected by contagious diseases,) and foreign seamen are admitted at the price of 75 cents a day.

† *The Salt Manufactories of Massachusetts* are worth about two millions of dollars, and make about 600,000 bushels a year, by solar evaporation. Each bushel weighs 75 pounds. The duty in the United States on imported salt is 20 cents a bushel : and yields a revenue of \$600,000. Manufactories, by natural and artificial heat, are established in the following states :—New-York, Rhode-Island, North Carolina and Alabama.

In Barnstable county there are estimated to be fifteen millions square feet of land devoted to the making of salt by solar evaporation. In New-England there are supposed to be 18 millions, which, in 1827, produced 384,254 bushels of salt.

runs thither in the summer, and there is a fine road which passes round the bay through the shoemaking town of Lynn, along Lynn beach, and then turns off to the promontory of Nahant, which is a point of rough rocks of considerable elevation. You may cross Charlestown bridge, and visit Bunker's Hill at setting out.

The passage in the steamboat affords a fine view of Boston bay, with the city ; Dorchester heights on the south, Bunker and Breed's Hill on the north-west, and many other interesting objects.* Among the islands which form the defence of the harbour, is that which contains Castle Williams, and one or two other fortified ones ; Rainsford Island with the Marine Hospital, part of it quite elevated, but containing only a few acres. Salt is made at Deer Island, where you pass through a narrow and crooked channel, and windmills are sometimes used to pump the water.

The ground near the hotel at Nahant, has been laid out and ornamented with as much taste as the exposure of the situation will permit. The cupola on the top commands a fine water scene ; and during a strong wind from the sea, the waves are high and magnificent, breaking wildly against the rocks. Pea Island, south-westerly, and Egg Island, east, are prominent and rocky. There is a very ornamental little building, in the Doric style, which contains billiard rooms.

The *Baths* are at a little distance from the hotel, and quite commodious, furnishing one of the chief attractions of the place.

The *Spouting Horn* is a hollow in the rocks, on the shore, east of the village, where, at half-tide, the waves throw the spray ten or fifteen feet into the air.

The *Swallow's Cave* is a remarkable aperture in the rocks, not far from the landing place. It is 60 or 70 feet long, and in one place about 20 feet high. The tide rises in it, and it is visited by swallows ; and

* At Dorchester is a *House of Industry*.
E c 2

there are several other caverns of a similar character, produced in the course of ages, by the constant attrition of the water. Seats are conveniently disposed at different places, in the most commanding points, from which the truly striking objects around are seen to great advantage. The rude shores and the smooth beach can be best examined at low tide; but those who are fond of sublime scenes, should omit no opportunity to visit them when the wind is high, particularly in a moonlight night.

Proposed Improvements for Internal Communication.—Plans have been on foot for several years, for constructing canals and railways from Boston to the Hudson River near Albany.

Proposed Railroad from Boston to Albany.—This project was rejected, in 1830, by a large vote in the Massachusetts Legislature. The following results are given by the surveyors of the southern route, which they considered the most eligible. It passes through Worcester, Leicester, Spencer, Springfield, western part of Westfield, thence along the southern branches of Westfield river to Washington, thence through Pittsfield and Richmond to the boundary of the state, near the north line of West Stockbridge. The distance by the line here described, is 94 miles and 64 chains from Boston to Connecticut river, 160 miles 44 chains to the border of the state, and by the shortest lines surveyed, 193 miles and 6 chains to Albany.

Of this distance "13 miles are level; and in travelling towards Albany 94½ miles are descending, 41½ miles have an ascent not exceeding 20 feet per mile, 25 miles have an ascent of different rates from 26 to 52 feet per mile, and the remaining 24 miles an ascent of 52 to 80 feet per mile. In travelling from Albany to Boston, 90½ miles are descending, 45½ ascending not more than 26 feet per mile, 21½ ascending from 26 to 52 feet per mile, and 27¾ miles from 52 to 80 feet. Eight tons net weight are considered an average load for a single horse on the level parts, and parts ascend-

ing not over 26 feet per mile, travelling 19 or 20 miles per day ; 6 tons for the parts ascending from 26 to 52 feet, travelling 10 miles per day ascending, and returning the same distance ; and 4 tons for the parts ascending 52 to 80 feet, travelling at the rate last mentioned."

The cost of the road, 22 feet in width, is estimated at \$14,940 70 per mile, on an average. Adding ten per cent. for unforeseen expenses, the whole cost of the road from Boston to the border of the state, will be \$2,638,628 64 ; to Albany, \$3,254,876 46. It is calculated that the cost of transportation, for heavy goods, paying the lowest rates of freight, would be about one cent per mile on an average, exclusive of tolls, which will add perhaps half a cent more per ton.

[A company was organized, in 1827, to open a *Water Communication* between the Piscataqua and the Connecticut Rivers, through the waters of Lake Winniseogee, and the upper branch of Merrimack River.]

Boston and Whitehall Railroad.—A railroad has also been projected to the head of Lake Champlain, at Whitehall, over a route, and in connexion with channels of communication which promise great advantages.

The route which is proposed, is from Boston through Lowell, Nashua, Amherst, Weare, Henniker, Bradford, south end of Sunapee Lake, down Sugar River, through Newport, Claremont, and Cornish, to Windsor, Vt.—thence through Reading, Plymouth, Shrewsbury, to Rutland ; thence through Castleton, to Lake Champlain, at or near Whitehall. Or, if upon a survey it should be thought expedient, to pass from Lowell up the Merrimack to Concord, and thence to diverge upon the same route.

A glance at the map of New-England will be sufficient to understand the importance of this project, and to discover that various branches might be run in connexion with it, along the most productive portions of the neighbouring districts.

There are numerous manufacturing as well as agricultural villages along the route, and granite, soapstone, lime, marble, copperas, &c. are found in quantities in different places, besides a great amount of water-power hitherto unemployed.

The present roads from Boston to Whitehall are about 160 miles in length; and the rail route would not be much greater. For travellers, therefore, as well as for merchandise, it might be an advantageous work, if once well constructed and in operation.

A route has also been proposed for a *Railway* communication between Boston and Lake Ontario, from Concord to Lebanon on Connecticut River; thence through the valley of the White River to Montpelier; by Onion River to Lake Champlain; and thence to Ogdensburg. The last section, which has been surveyed for a state road, is peculiarly favourable.

After a survey made for a railroad to Providence, by the authority of the Legislature, a report was made, stating that there are two practicable routes, neither of which would offer an elevation above thirty feet in a mile, except one short section. Estimated expense, \$350,000. (*See page 312.*)

PLYMOUTH, 36 miles S. S. E. from Boston.

This place is highly interesting from its history, being the site of the first settlement made by the New-England Pilgrims in 1620, on the 22d of December. A mass of granite rock is still shown on which those stepped who first landed. It has been divided, and a part of it remains buried near the shore in its natural location, while the upper part is removed into the centre of the village.

A handsome building was erected here in 1820, in which the New-England Society hold their annual celebrations of that interesting era in the history of the country. Burying Hill, which rises near at hand, is the spot where a small fort was erected by the settlers.

and where the graves of several of them are still to be found. The banks of the brook south of the hill were the scene of the first conference with Massasoit, a friendly and faithful Indian chief, from whom the name of the Bay, and subsequently that of the state was derived. Manumet point is a promontory on the south side of the harbour; and a small island on the opposite of it was the spot where the pilgrims first placed their feet on shore in this vicinity, after having previously landed on Cape Cod.

The young and feeble colony suffered extreme distresses here, from the severity of the climate, (against which they were unprepared, as they had sailed for a more southern region,) and the want of provisions. Nothing but the assistance of Massasoit preserved them from extinction.

Sandwich, a favourite resort for fishing and sea air, is a few miles below Plymouth. There is a good inn kept by Mr. Swift.

ROUTES FROM BOSTON.

Coaches go in so many directions, that a choice may be made between a great many, all of them pleasant; in setting out for a tour to the westward, or towards the city of New-York:

In the first place, the noble scenery of the *White Hills* may be taken in the way to Lake Champlain, Canada, the Springs, or Niagara; or in making the more circumscribed route of Connecticut River. Next, those who choose a more direct way, may avail themselves of the road through Concord, Keene, and Windsor; or its branches to Charlestown or Walpole. The last is now much travelled, as it is one of the shortest routes between Boston and the Springs, and leads through a number of interesting places. Besides these, are the roads to Albany or the Springs, through the following different places: Brattleborough, Bloody Brook, Greenfield, Northampton. (and New-Lebanon;)

Springfield and Hartford. Of these different routes, it is difficult to make choice of any one to recommend in general. Many have particular objects in view, and some will have less time at their disposal. To strangers, however, it will be proper to remark once more, that the route of Connecticut River presents at once a scene of fertility, population, good habits, and intelligence, on the whole, superior to any other tract of country, of equal extent, in the United States, with correspondent accommodations for travellers. The scenery is rich and varying, and cannot fail to please, wherever it is seen; but those who can first pass through the Notch in the White Mountains, will find its beauties greatly enhanced by the contrast. Since the devastation caused by the flood in 1826, the road has been so much repaired as to be very good; and great improvements have been made at E. A. Crawford's, in the ascent of Mount Washington and in accommodations. At Hadley and Northampton, is the most beautiful part of the whole river; and for the other routes, we can only refer to the Index for the descriptions of the principal towns through which they pass.

East of Boston, the country is of a different, and too often of an opposite character, presenting a few objects of importance, except the seaports through which the chief road passes.

There is a line of *Steamboats to Maine and New-Brunswick*.

The *Road to Portland* and through the most populous part of the state of Maine will be given; but being of less interest to most travellers from this city, will be placed towards the end of the volume, while we turn our attention to the principal routes leading west and north from Boston.

TO ALBANY THROUGH WORCESTER, NORTHAMPTON, AND LEBANON SPRINGS.

Watertown, like almost all the villages in the vicinity of Boston, presents many neat country seats and an aspect of rural beauty and fertility.

Framingham. Here is a large and well kept hotel, where the stage coaches stop, and a place of great resort. (20 m. from Boston.)

WORCESTER, 20 m. (*See Index*.) LEICESTER,
9 m. SPENCER, 6 m.

Brookfield. This was one of the towns earliest settled in this part of the country, dating as far back as Nov. 10, 1665; and for several years the only towns on the west were Hadley, Northampton, &c. while there was no white settlement between it and Canada. The stage coach passes over a long hill in West Brookfield, which commands an extensive prospect; and this was the place where the settlement began. A few yards west of a white house on the north side of the road, was a house built for defence, and though of little strength, was called the Fort. In August, 1675, this place was suddenly beset by several hundred savages. The inhabitants had been imposed upon by the appearance of friendliness shown by the Hassenemesit Indians, and on their way to their fort, a few miles distant, were ambushed and pursued, so that they barely escaped. The house in which they all assembled was besieged, and was several times in imminent danger. On one occasion a cart, loaded with hemp, &c. and set on fire, was pushed up to the house with long poles, when a sudden shower came up, in time to extinguish the flames. The fortunate arrival of Capt. Mosely, with a small troop of horsemen, delivered the inhabitants, and drove away the savages. All the houses having been burned, and

the war soon beginning to rage with violence, the settlement was evacuated.

The old well still remains which belonged to the fort or blockhouse ; and there is a rock in a wall, on the opposite side of the road, from behind which an Indian shot one of the men, who came out to draw water during the siege.

The present village is at the bottom of the hill, and is pleasantly situated, with several ponds in the neighbourhood, which, with the fish and fowl they furnished, were the principal attraction of the savages, who were very numerous in this tract of country. These ponds give rise to the Quabaug river, which, after a course of some miles, takes the name of Chicopee, and joins the Connecticut at Springfield. This is the stream which it has been proposed to connect with Boston Bay by a canal, and also by another with the Thames at Norwich, in Connecticut.

Four miles east of Brookfield you reach a height of land, which affords a varied and extensive view, with a succession of hilly country immediately around you.

WARE FACTORY VILLAGE

is situated in a little valley, with an excellent inn. The rocks and woods give an air of wildness to the water fall, in their natural state, and the place is now quite picturesque, when a rustic cottage, the residence of the agent, is taken into view.

A few years since there were only five buildings ; and now there is a cotton factory, containing 2,000 spindles and 56 looms ; another with 4,500 spindles, and 150 looms ; a third, of the size of the latter ; a flannel manufactory, in which are made 15 pieces per week ; dye, wool houses, machine, blacksmith's, cabinet makers', and various other shops ; grist and saw mills, a furnace, &c. But it is on its decline.

Belchertown, 9 miles.

Amherst, 7 miles. The shortest road to Northampton does not pass the College. (*See Index*.)

Hadley, 5 miles.

ROUTE FROM BOSTON TO THE WHITE MOUNTAINS.

The first day's journey is to *Concord* or *Dover*, both in New-Hampshire. The former route is recommended.

There are three roads to *Concord*, on all which there are stage coaches. (All necessary information concerning them, can be readily obtained at the Hotels.)

The first is through *Cambridge*, (where is *Harvard University*, see *Index*,) and *Lexington*.

The second is through *Charlestown*, and joins the other on the *Merrimack*.

The third is through *Andover* and *Haverhill*, Mass.

The distance is from 68 to 70 miles, and the fare \$3 50.

Besides these there is a boat on the *Middlesex Canal*, which has heretofore left the upper locks in *Charlestown*, (two miles from *Boston*), three times a week, and goes to *Chelmsford* in about nine hours : 28 miles, passage 75 cents. This mode is not particularly recommended.

Several places on these roads will be particularized.

LEXINGTON

is remarkable as the place where the first blood was shed in the Revolutionary war. On the 19th of April, 1776, Gen. Gage sent a body of troops from *Boston*, to seize a powder house at *Concord*, belonging to the colony ; and the inhabitants were warned of his design, by an express despatched by the Hon. Joseph Warren. The militia were called out, but, the alarm subsiding, they were dismissed, with orders, however, to hold themselves in readiness. The enemy unexpectedly made their appearance at half past 4, coming on at a quick step, within a mile and a quarter of the church. The alarm guns were fired, drums beat, and 50 or 60 mili-

tiamen assembled on the parade. The British brigade halted about 120 yards from the church to load, and then passing the east end of the building, discovered the Americans, who were ordered at the moment, by their commander, Capt. Parker, to "disperse, and take care of themselves," but "not to fire." As some of them loitered, the British troops rushed towards them, huzzaing. Major Pitcairn fired a pistol at them, when about 30 yards distant, after they had been called "rebels," and ordered them to lay down their arms and disperse. Another officer, who was within a few yards of them, then brandished his sword, and ordered the troops to "fire," which was obeyed at the second order; and the fire being returned, it was kept up on the dispersing men until they had all disappeared. Eight were killed, and ten wounded. (Gen. Gage falsely stated that the British were first fired upon.)

After the regulars had fired a volley, from the green behind the church, and given three cheers, they proceeded to Concord. On their return, being hard pressed by sharp shooters, they burned three houses, a shop, and a barn, killed three more men, and wounded one.

ANDOVER

is a small village, situated on high ground, 20 miles from Boston, remarkable for the *Philips Academy and Theological Seminary*, which are three-fourths of a mile east from it, on the summit of the ascent. There are three large brick buildings, belonging to the Seminary, which make a conspicuous figure from different parts of the surrounding country, and command a view of great extent, bounded on the west by the Temple Hills in New-Hampshire, backed by the Monadnoc, about 60 miles off; and on the south by the Blue Hills. A little elevation near by affords a view of the Atlantic Ocean, from about Newburyport to Cape Ann, with part of Salem; and north-west is a

distant peak, which is supposed to be Ascutney, in Vermont.

The academical buildings are distinguished by the names of Philips Hall, Bartlett Hall, and the Chapel. In the upper part of the latter is a library of 5 or 6000 volumes. The Professors' houses are opposite, with a spacious green intervening between the Seminary and the street; and there is also a large inn. The Academy and Seminary are not connected, although they are under the superintendence of the same board. The term of instruction in the latter embraces three years. The number of students in the former, in 1823, was 108.

HAVERHILL

is a small town, but pleasantly situated, on the north bank of the Merrimack, the shores of which, for some distance below, present a beautiful and fertile slope to the water. A draw-bridge crosses the river, with a roof to protect it from the weather.

LOWELL,

12 miles from Boston. This has been one of the greatest manufacturing places in the United States, and one of the most astonishing rapidity of growth. No longer ago than 1813 the first cotton factory was erected here, which cost only about \$3,000. Larger ones were founded in 1818; and two years after, the "Merrimack Manufacturing Company" made a purchase of buildings and ground, with the determination to take advantage of the extensive water power which nature has granted to the place. The falls are 30 feet high, and a little below the spot where the Middlesex canal commences, leading to Charlestown, near Boston; and round them the Company improved an old canal, (at the expense of \$120,000,) for the supply of their water wheels. There is power enough for 50 facto-

ries with 3,500 spindles each. The place now presents the aspect of a large village, laid out and built with remarkable uniformity. The number of factories is six, one having been lately burned, each containing 3,500 spindles. They are regularly disposed, with the avenues between the habitations abutting against the yard. In 1827 they used about 450,000 lbs. of cotton, and made about two million yards of cloth; three-fourths of which was dyed or printed at a neighbouring establishment. There is also a large machine shop near at hand. There had been invested, in 1828, nearly two and a half millions of dollars. The number of persons employed in 1828 was about 1,600. In 1829, great calamities befell this, as well as many other large manufacturing establishments in the country. Great failures took place, work people lost their employment, and a general depression occurred, from which the recovery must be gradual. The manufactories of New-England, with few exceptions, present far less activity than at the period when the last edition of the Northern Traveller was published.

Chelmsford is one of the principal manufacturing places in the United States.

Manufactories in New-Hampshire. So recently as 1810 there were but 12 cotton manufactories in this state, with 5956 spindles; and only about two million yards of woollen, cotton, flaxen, and tow cloth were made in them and in private families during that year. The number of cotton and woollen manufactories was, in 1827, more than 50; and the cloth made was about 30 millions of yards. But great misfortunes have since occurred.

Great Falls Village is a village five miles above Dover, belonging to the town of Somerworth, of 60 or 70 dwellings, built within a few months, and four manufactories. One of these is for cotton, with 1500 spindles, and makes 7000 yards No. 20 in a week. One for woollen, 156 feet long, with near 6000 spindles, and makes 16,000 or 18,000 yards of No. 40

weekly. One is for broadcloth, 220 feet long; and another, 390 feet long, for cotton and woollen.

NASHUA VILLAGE,

in Dunstable, 33 miles from Concord. The fall in the Nashua river is 65 feet, and the power equal to about 55,000 spindles. Here are some astonishing improvements. In 1825 there were two great manufactories, each 155 feet by 48, one for cotton and the other for woollen, with a dye house 150 by 48, a wood house and machine shop 250 by 30, &c.

The buildings for the work people form small and regular villages.

DOVER.

This is one of the principal towns in the state,* and contains several manufactories, although the supply of water is by no means abundant at all seasons. In crossing the bridge there are seen three large manufactories, each about two hundred feet in length; and the foundation of a fourth was laid in 1825, although the contracted space afforded on the banks required the blasting out of a great quantity of rock for the foundation and sluiceways.

About five miles above Dover, at Salmon River Falls, is a village containing four manufactories, of different sizes, from 63 to 390 feet in length, and of five and six stories in height.

CONCORD

the capital of New-Hampshire, and a very fine and flourishing town. It is much the largest the tra-

* The total of the militia of New-Hampshire is 23,415 men, viz: infantry, light infantry, and grenadiers, 24,491; cavalry, 1,529; artillery, 639; riflemen, 756.

veller will see before reaching the White Mountains, and for a great distance beyond them.

Inns.—The two principal stage houses, just south of the state house, are large and commodious—that next the state house is particularly recommended. There are several others above and below, though of much inferior pretensions.

The town is situated principally on one street, which is of a great length and very convenient breadth, with many respectable houses; and runs parallel with the Merrimack, which is at only a short distance on the east.

The *State House* occupies a conspicuous situation near the middle of the town, a little removed from the street, and surrounded by a handsome stone wall, enclosing an area. It is built of hewn granite from the quarry, and is a neat edifice, 100 feet long, with a large hall on the first floor, and on the second the Senate and Representatives' Chambers, with the committee rooms, state offices, &c. &c. The view from the top is extensive, but embraces a tract of country too little cultivated to be rich, and too unvaried to be picturesque. At the northward are seen two or three distinct peaks, which may serve as an earnest of the magnificent scenery to be presented to the traveller in that direction.

The *State Prison* is built at a short distance from the State House, and bears a still greater appearance of solidity and strength.

There is an Academy in Concord, with several churches. Several newspapers are printed here, and gazettes from distant places may be found at the inns. Farmer & Moore's Gazetteer of New-Hampshire is the best companion for a traveller in this state. In 1828, the Legislature of New-Hampshire divided the literary fund among the towns, to be appropriated by them according to their discretion.

From what may have been observed of the granite rocks along the road, the stranger must have admired

their superior quality, and the freedom and precision of their fracture, wherever the wedge is judiciously applied. Great quantities have been transported to Boston, and other cities farther distant, for building stone. A large rock, which was cut in pieces in 1823, sold for \$6,129 in Boston. This single rock made 10,500 feet of facing stone and ornamental work—and the aggregate weight of all the blocks (smooth hewn) was 550 tons, it having lost only 50 tons in being prepared for the market, after it was brought to the prison yard. The fine blocks broken out of the old boulders, for the posts of fences, as well as for steps, mill stones, &c. must have shown the excellence of the granite of this part of the country. The same characteristics, in greater or less degrees, will be found to attend the whole of the granite range of the White Mountains, till its last appearance about Bath, on Connecticut river. It is uncommon, in this part of the country, to find a single rock formation extending such a distance without any interruption. To what different dates geologists may hereafter refer the coarsest varieties on Mount Washington, the disintegrating rocks of Red Mountain, the boulders of Winnipiseogee Lake, interspersed with their crystals of felspar three or four inches in length, and the white, fine-grained granite of Concord and Chelmsford, it is not for the hasty traveller to inquire. Doubtless many interesting facts will be elucidated, when scientific men shall devote their researches to the subject, and trace the boulders along the Ammonoosuc and Winnipiseogee Lake, to the rocks and mountains from which some long past convulsion has torn them away.

The *Merrimack River* has been rendered navigable, by various improvements, from Concord to Chelmsford, where the Middlesex Canal opens a communication directly to Boston, 28 miles. Small manufacturing villages succeed each other along the banks wherever the canals round the falls and rapids afford water-power. Some of them we have noticed.

In 1825 a plan was formed for extending the improvements, and to render the river navigable to Newburyport, on the coast, by making a canal round the falls, near Haverhill. The expense was estimated at \$200,000, and it was believed that the sale of water privileges would repay a large part of the sum.

A direct water communication is kept up between this river and Boston, through the Middlesex Canal, by means of boats, which carry merchandise down for \$5 a ton, and bring it up for \$7.

ROADS.

Several lines of stage coaches meet in this town three times a week. Three go to Boston, one to Portsmouth, one to Plymouth, one to Haverhill, and one to Burlington, by the way of Windsor. Another line has been established between this place and Conway, on the road to the *Notch in the Mountains*.

[From Plymouth a stage wagon goes through Franconia Notch to Littleton. The road follows the Pemigewasset, through fine, magnificent scenery. The country, however, is almost uninhabited until reaching Franconia, where are iron works, and a curious profile on a mountain, called the Old Man of the Mountain. (See *Index*, Franconia.) There is an excellent inn at Littleton: the new brick one. The place is about 40 miles from Plymouth.]

[Two routes have been proposed for connecting the Merrimack and Connecticut: 1st, by Baker's River to Wentworth; and 2d, by way of Sunapee Lake, 810 feet above the Connecticut, and 858 above the Merrimack at Concord.]

There is a road on each side of the lake towards Conway, but that on the west is recommended. At all events, the traveller should spend a day at Centre Harbour, to which the road is pleasant and the country agreeable, although there are but few villages on the way.

Two roads from Concord lead to Meredith Bridge Village—(Badger's) 24 miles distant: one by Sandbornton bridge (Tilton's), 15 miles—the other by the Shaker village (Shaker's Inn and Cogswell's), 12 miles.

From M. B. Village, delightfully situated between two bays, and on the beautiful river that never freezes, it is nine miles to the shore of the Lake at Meredith Cove, and thirteen to Centre Harbour. (Center's and Moulton's.)

For some miles before reaching that place, the country begins to assume the features of bold and mountain scenery. Even before arriving at the lake, the prospect is varied with many of those noble elevations which rise to such a height of grandeur and sublimity as the traveller proceeds; and the frequent glimpses afforded between the sloping hills, over the beautiful lake below, by a happy contrast increase the effect.

WINNIPISEOGEE LAKE.

The number and diversity of the islands with which the lake is spangled, will be objects of particular admiration. They are countless for multitude, and in size present all gradations between a single rock and a surface sufficient for several extensive farms. Iron ore is found in Gunstock Mountain, south of the lake.

If a steamboat should be placed on Winnipiseogee Lake, the traveller hardly need be advised to take advantage of it to make an excursion. A company was to be formed with this object.

CENTRE HARBOUR.

There are two inns here, at either of which the traveller may find himself comfortable, and where he will be amply rewarded, if the weather be fine, by

stopping at least a day to make an excursion to the top of

RED MOUNTAIN.

This eminence may be about 1500 feet in height, and is accessible for about two-thirds of the way in a carriage or on horseback, though not without some difficulty on account of the steepness and roughness of the road. Indeed, the path is very rocky for half a mile or more before reaching the base of the mountain, and the hardy pedestrian will prefer to leave his horse at the main road, before turning off by the mill. The traveller should direct his course towards a little notch he will see about three-quarters of the distance up, where a cultivated field and a fence are visible. From the house situated there, he must turn towards the left, and follow a path to the summit.

An early visit is recommended, as the scene is much improved by an oblique light, and the morning is on several accounts to be preferred.

The following sketch of the scene was noted down on the spot, and may be taken as generally correct.

North, the eastern end of Squam Lake, and part of a pond lying near it, with the range of the Sandwich Mountains behind, stretching off towards the east, with numerous dark brown peaks, partly cultivated about their bases, and enveloped above with forests, excepting their summits, which are generally divested of verdure. Far beyond these appear several loftier peaks, which might be mistaken for the White Mountains, were they visible from this point. An intermediate peak with rocky precipices may be *White-faced Mountain*.

East-North-East. The eye ranges up the spacious valley through which lies the way to the White Mountains; and the road which is to conduct the traveller seems diminished to the dimensions of a garden walk. *Chocaway*, or, as it is familiarly called, *Corrovan*

Peak, rises on the left ; while the noble ridge of the *Ossipee Mountains* begins nearer at hand on the right, and almost overshadows the observer with its enormous size. The sides of these mountains show a beautiful display of farms, interspersed with wood-lots and dwellings, which in many places have encroached far towards the summits, and in others pursue the slope of the fertile uplands to the valley at their feet. Numerous elevations appear at a greater distance, and range themselves in lines to complete the perspective of a most magnificent vista, which finally closes at a ridge, whose shade is reduced by its remoteness to the colour of a cloud. A prominent and remarkable mountain, which appears scarcely less distant, is called *Pickwacket Mountain*, and rises by the *Saco River*, near the place where *Captain Lovel* fought his well-known battle with the Indians ; and the fine valley between is the country passed over in that fatal expedition, both in the approach and the retreat.

East. The view abuts upon the *Ossipee Mountains*, and no variety is afforded until we turn to the

South-South-East. In that direction, and farther to the right, the whole surface of *Winnipiseogee Lake* lies charmingly spread out to view, varied by numerous points and headlands, and interspersed with beautiful islands which man despairs to number. Several distant elevations appear, on this side of which the sloping land just mentioned extends for several miles along the shore, with a well-cultivated surface spotted in all directions with large barns and farm-houses, to the very margin of the lake. There numerous points run out far into the water, to complete the labyrinths formed by the islands. *Gunstock Mountain* rises one point east of south, just on the left of which opens the entrance of *Merry-meeting Bay*. The elevated land on the right of that is *Rattlesnake Island*, named from the venomous reptiles with which it abounds ; over this the distant land appears high

South-by-west rises a high hill resembling the Ossipee in the richness of its slopes.

The *South-West and West* is agreeably varied with wood-lots and cleared fields, scattered over an undulated surface, which extends for many miles, in some places quite to the horizon, and in others to the broken boundary of tall but distant mountains. In the south-west appear two or three peaks, so far removed that they are almost lost in the blue of the sky. Nearly west are seen several ridges of inferior magnitude, which, approaching as the eye slowly moves towards the left, at length come near the lake, and disappear behind the neighbouring mountains.

Long Pond may be distinguished by its shining surface between the west and south, with several other little sheets of water, which lie in tranquillity under the shelter of the hills.

Winnipiseogee Lake is 19 miles in length, from Centre Harbour to Alton, at the south-eastern extremity. Merry-meeting Bay lies beyond. Several of the islands are large, and contain good farms and wealthy inhabitants, although only two or three of them belong to any town, or pay any taxes. Some of their names are Rattlesnake, Cow, Bear, and Moon Island; also, Half Mile, One Mile, Two Mile Island, &c. &c. None of them contain churches; and although they have no school-houses, yet sufficient attention is paid to the rudiments of education to render the children intelligent.*

* Winnipiseogee Lake, according to surveys made by Mr. Baldwin in 1825 is 501 feet above the ocean. It has been proposed to begin a canal from Merry-meeting River, at the south end, to Dover, a distance of 28 miles, and to continue the navigation through this lake, and Long, Square, and Little Squaw Lakes, to Merrimack River, making in all a distance of 65 miles. It will be necessary to raise the lake two feet by a dam at the outlet, and to cut to the depth of about 17 feet for 7 miles. The estimates have been made for a canal of these dimensions: 25 feet wide at the bottom, 4 feet of water, with stone locks 12 feet in the clear, and 82 feet long. It will require 60 locks, which will cost \$5,500 each, and the cost from the lake to Dover is computed at \$590,982. If continued through the lakes to Merrimack River, to meet a canal from Baker's River, the expense would be increased to about \$731,479. A

Squam Lake lies west from Red Mountain, and like Winnipiseogee Lake, abounds not only in islands, but in fish of the finest descriptions. Fine trout are caught here in great abundance, and of a size superior to those of the other lake. The trout of Winnipiseogee Lake vary from 1 to 4 pounds in weight, while those of Squam Lake are between 4 and 10. They are sometimes caught of nearly double this size; but that is very uncommon. The trout fishery is chiefly carried on during the winter, when great quantities are salted for the Boston market. Perch also abound very much in these waters, and are remarkably fine.

Geology. The sides of Red Mountain are covered with half decomposed granite. (On the south-eastern side of the lake a bed of porcelain clay has been discovered, which is probably derived from a similar source.) The granite is speckled with hornblende and black mica. No rocks are seen *in situ*, except near the summit, where they bear a gentle dip towards the north, and are slightly tinged with reddish quartz and felspar.

The hue of the shrubbery in autumn has given the mountain its name. The summit is strewn with loose fragments; and musketoes and *black flies* often abound there.

A few days may be spent at Centre Harbour very agreeably, in making shooting and fishing excursions in the neighbourhood, or in sailing upon the lake, which abounds in the most interesting variety of scenes. On leaving this place by water, at the distance of five miles, the White Mountains rise into view above the intermediate peaks, and continue in sight quite across the lake.

A few deer are still found in some places in the neighbourhood, but being protected by law, and still more by their scarcity, are very rarely taken.

that point, the distance from the Connecticut, by Baker's River, is 34 miles. The facilities these works would afford for manufacturing would be very valuable, but the number of locks will be a great objection.

FROM CENTRE HARBOUR TO CONWAY.

Proceeding north-east from Centre Harbour, you enter the valley between the two chains of mountains seen from the top of Red Mountain, and pass through Moultonboro' and Tamworth. The surface is irregular, and much of the land uncleared; but settlements have extended far up the sides of some of the mountains, and farms are occasionally discovered quite at the top. The features of the scenery are bold and striking.

Eaton Meeting House. Two miles northwardly from this, *Ossipee Lake* may be seen by leaving the road; but it has nothing very interesting in its appearance.

Near Atkinson's inn is the Lead Mine, discovered three or four years since. A shaft has been sunk about 50 feet, with a horizontal drift, and the ore is good.

CONWAY, 6 miles.

At Conway there is a house kept by Mr. Abbett, at the dividing of the roads, which is comfortable, although heretofore without a tavern sign. The view of the White Mountains is very fine from this place, presenting a succession of lofty ridges, the most distant of which are the peaks of Mounts *Washington*, *Adams*, *Jefferson*, *Madison*, *Monroe*, and *Quincy*. The most prominent elevation on the right, with two summits, is *Kearsearge*, or *Pickwaket*: a level meadow lies in the foreground, with an isolated, woody hill in the middle, and the Saco River, which rises on Mount *Washington*, and flows down a narrow valley, with many meanderings.

The shortest road from Conway to the mountains leads directly to *Bartlett*: but the most travelled as well as the most agreeable route is by the way of

Fryeburgh, where will be seen the beautiful tract of level country through which meanders the Saco River, and the great Pickwaket Mountain, which rises from its border. That was the beautiful and favourite residence of the nation of Pickwaket Indians, and on the bank of Lovel's Pond was fought a bloody battle between them and a company of troops from Massachusetts, in the year 1725.

[It is probable that a road will soon be made round the north end of the White Mountains, through the town of Adams, to avoid the Notch. The land is level in that direction, along the course of the Androscoggin, and the distance to Lancaster nearly the same. Whenever it shall be completed, it will offer a very agreeable route to the traveller, with fine views, but not so wild as those on the present route.

The White Mountains are interesting, and worthy of attention from every side in which they are brought under the traveller's view ; and if any one should wish to visit them from the town of Adams, he may be gratified by pursuing a path not unfrequently trodden before. Mr. Stephen Meserve, of that place, has often obligingly favoured strangers with much useful local information concerning the best routes and the principal objects of curiosity. The mountains present a steep acclivity in the direction channelled by numerous avalanches which have rushed down at different periods. The Pinkham road runs at their base ; and the New River may be seen, which has undergone transmutations which the Greeks might have recorded in their mythology. It was thrown out of its natural channel in 1776, by an immense slide, or avalanche ; and has been restored to it by that of 1826, whose ravages are so wide-spread and tremendous.]

THE CHALYBEATE SPRING.

Turn off from the road to the west about 2 miles north of Abbett's, cross the Saco, and enter a field.

where it is found. A house is kept in the neighbourhood by Mrs. *McMillan*, which has been lately overflowing with visitors during the warm season. The country abounds in scenes attractive to persons of taste. A little church is situated in a secluded and romantic valley; and the place is destined for a fashionable resort.

The place is off the road, and may be missed. It is in a valley, with mountains on every side except the south-east. From near the church, the White Mountains are in sight. Two or three miles above, the Saco valley bends to the left, and Ellis's River comes down a narrower vale in front. Up the course of this stream was formerly a route by which the highest peaks were ascended. A footpath leaves it in Adams, and goes on to Shelburne, &c. It is 7 miles to Hall's, in Bartlett.

FRYEBURGH.

The township of Fryeburgh, in its extent of six square miles, embraces a rich and beautiful valley, secluded on every side by a wild and mountainous range of country. The Saco River, taking its rise on Mount Washington, and flowing through the Notch in the White Hills, passes down the valley to Conway, where it finds the termination of the southern range; and then turning abruptly to the east, soon enters the charming meadows of Fryeburgh, and performs a serpentine course of no less than 36 miles within the limits of the township.

The *Indian Fort* was on a gentle hill at the western side of the village, which commands a view of the Saco valley six miles up its course, and six miles down.

LOVEL'S POND

is on an isthmus, about one mile south-east from the village, and is memorable as the scene of one of the

most severe and disastrous battles in the old partisan warfare against the Indians.

The Portland Road passes along the western side of the pond, and at present affords a view of it only from that part of the high ground which is near its north end. This, however, was the place of the action. Another road runs very near the north shore ; and it is a pleasant ride to the place.

LOVEL'S EXPEDITION.

In 1725, Captain Lovel was induced to undertake a secret expedition through the wilderness against the Pickwaket tribe of Indians, who, instigated by the French, had committed many depredations on the frontier, so that the general court of Massachusetts had offered 100 pounds each for their scalps. His company consisted of 30 or 40 men, many of them accustomed to the life of hardy hunters and settlers, with young Mr. Frye for their chaplain, whose history was somewhat romantic, and from whom this town received its name.

They passed up Winnipiseogee Lake, then to Ossipee Pond, where they built a blockhouse, and placed their stores ; then following up the course of the Saco, encamped at the mouth of Mill Brook at the north-west corner of Lovel's Pond, on the night preceding the battle, intending to cross the isthmus, (which is reduced by the pond to the breadth of $1\frac{1}{2}$ miles,) and fall upon the Indian Fort.

The next morning they deviated from their route, and the great body of Indians having discovered the encampment, and the way they had gone, formed an ambush, fired upon them on their return, and killed eight men. The white men retreated to the north-east corner of the pond, where is a narrow strip of land, and defended themselves till night ; and the remains of the unfortunate expedition returned through the forest, suffering from hunger and fatigue, and some of

them from wounds. One of the first wounded escaped by getting into a canoe, which was driven across the pond by a north wind ; but a fugitive, who reached the blockhouse at Ossipee Lake, reported that the expedition had been entirely cut off, so that the garrison hastily removed the provisions, and thus increased the sufferings of the survivors.

The *Stage Coach* from Conway to Portland passes through Fryeburgh early in the morning, one or perhaps more days in the week, and arrives at Portland the same evening, by Hiram, Baldwin, Standish, and Gorham.

The coach to Concord goes through Conway.

[*Paris* is a pleasant and flourishing town, about 35 miles east from Fryeburgh ; but the roads and the inns in that part of the country are generally poor.]

A tremendous catastrophe occurred among the White Mountains on the night of Aug. 28th, 1826. A storm of rain, unprecedented within the memory of the oldest inhabitants, deluged the principal peaks of the mountains, and poured such an inundation upon the valleys and plains below, that it is commonly attributed to the "bursting of a cloud ;" although that expression is a very ill-defined one. The effects produced by the flood will remain for centuries ; and as many of these lie exposed to the eye, the route will offer many new objects interesting to an intelligent traveller. It will afford him a very desirable opportunity to observe, in some places, the structure of the mountains, where their interior has been laid bare by the falling of vast quantities of earth and rocks ; and in others, exemplifications to confirm the modern geognostical theories, to explain the phenomena observable in valleys, plains, and the courses of rivers. Geologists and mineralogists, too, may expect to meet with curious and valuable specimens, among the enormous wrecks they will observe on either hand.

The inundation was so great and so sudden, that the channels of the streams were totally insufficient to

admit of the passage of the water, which consequently overflowed the little level valleys at the feet of the mountains. Innumerable torrents immediately formed on all sides ; and such deep trenches were cut by the rushing water, that vast bodies of earth and stones fell from the mountains, bearing with them the forests that had covered them for ages. Some of these "slides," as they are here popularly denominated, (known among the Alps as "*avalanches de terre*,") are supposed to have been half a mile in breadth, and from one to five miles in length. Scarcely any natural occurrence can be imagined more sublime ; and among the devastation which it has left to testify the power of the elements, the traveller will be filled with awe at the thought of that Being by whom they are controlled and directed.

The streams brought away with them immense quantities of earth and sand, which the turbid water deposited, when any obstacle threw it back, in temporary ponds and lakes. The forest trees were also floated down, and may now be observed in great numbers, frequently several miles from the places where they were rooted up. The timber was often marked with deep grooves and trenches, made by the rocks which passed over them during their descent from the mountains ; and great heaps of trees are deposited in some places, while in others, the soil of the little meadows is buried with earth, sand, or rocks, to the depth of several feet.

The turnpike road leading through this romantic country, was twenty miles in length, but was almost entirely destroyed. Twenty-one of the twenty-three bridges upon it were demolished ; one of them, built with stone, cost \$1000. In some places, the Saco river ran along the road, and cut down deep channels.

The *Willey House* was the scene of a most melancholy tragedy on the night above mentioned, when this inundation occurred. Several days previously, a large "slide" came down from the mountains behind

it, and passed so near as to cause great alarm, without any injury to the inmates. The house was occupied by Mr. Calvin Willey, whose wife was a young woman of a very interesting character, and of an education not to be looked for in so wild a region. They had a number of young children, and their family at the time included several other persons, amounting in all to eleven. They were waked in the night by the noise of the storm, or more probably, by the second descent of avalanches from the neighbouring mountains; and fled in their night clothes from the house to seek their safety, but thus threw themselves in the way of destruction. One of the slides, 100 feet high, stopped within 3 feet of the house. Another took away the barn, and overwhelmed the family. Nothing was found of them for some time: their clothes were lying at their bedsides, the house not having been started on its foundation: an immense heap of earth and timber, which had slid down, having stopped before it touched it; and they had all been crushed on leaving the door, or borne away with the water that overflowed the meadow. The bodies of several of them were never found. A catastrophe so melancholy, and at the same time so singular in its circumstances, has hardly ever occurred. It will always furnish the traveller with a melancholy subject of reflection.

Bartlett is a comfortable village, situated in a rich valley, or interval, of about 300 acres, where the view is bounded on every side by near and lofty mountains. The inn of the place is kept by 'Judge Hall.' There is another interval among the mountains westward, which, although it contains much good cleared land, has been converted into a common, in consequence of the difficulty of making a good road to it. Pursuing still the course of the narrow valley, against the current of the Saco, the country is found uncleared, except two or three pretty little meadows; and destitute of inhabitants, excepting only three or four poor families, until arriving at

CRAWFORD'S FARM,

seven and a half miles south of the Notch. Here the traveller will be cheerfully and comfortably entertained, although the house does not wear the sign of an inn. The water rose in this house two feet in the flood of 1826. This is the place from which visitors formerly began their excursions to the summit of the mountains : but the best place is at the new house at the Notch.

Prospect Mountain, one of the principal peaks, presents itself to view a little before arriving at the first Crawford's, with its smooth rounded summit of brown moss, rising several hundred feet above the region of vegetation, and offering an aspect which distinguishes these from the other elevations.

The climate in this narrow valley is still so warm as to favour the growth of various trees which are scarcely to be found a few miles further north. The forests are here formed of spruce, ash, beech, maple, sugar maple, &c. Mr. Crawford has about 100 acres cleared, and raises Indian corn very well, which will not come to maturity beyond. His orchard contains 700 apple trees.

This is one of the principal stopping places for the sleighs, which pass the mountains in great numbers during the winter, for Portland, Boston, &c. There are sometimes 80 horses in the stables.

Nancy's Hill is a small elevation a few miles north of this place. In 1773, a young woman of respectable connexions, who accompanied a family of settlers to Dartmouth (now Jefferson,) set out in the winter to return to Portsmouth, alone and on foot, her lover having promised to meet her there and marry her. There was then no house nearer than Bartlett, 30 miles. Nancy was found by some travellers in this spot, frozen and covered with ice, under a hut

formed of branches of trees, which was the only shelter to be found on the way.

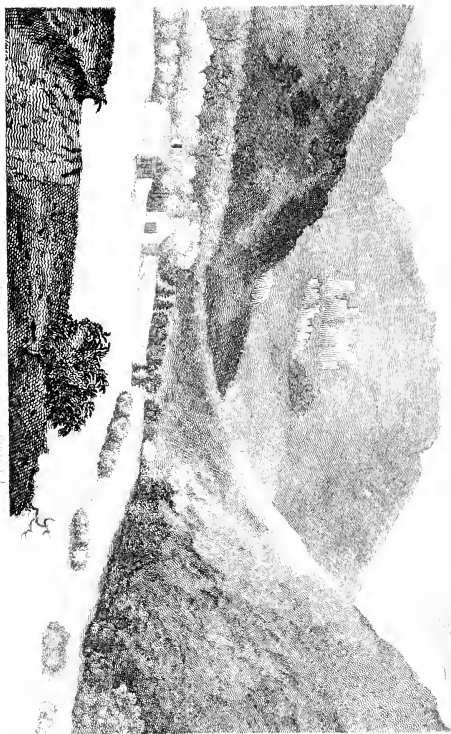
THE WILLEY HOUSE

is situated in a secluded little valley about 5 miles north of Crawford's, and was long the only building in a distance of 12 miles. It has sometimes been uninhabited during the summer season, though open, with its cheerless shelter, to all comers: in the winter a family occupied it to keep a fire, lodgings, and a little food, provided for the travellers and wagoners, who might otherwise perish for want of the necessities of life. For an account of the melancholy catastrophe which has marked this place with an affecting and lasting association, see the previous remarks on the inundation of 1826. (*See page 351.*)

The climate is so cold, that the land is not worth cultivating; and although the place has been occupied by several tenants, no one would keep the house in repair, even rent free. There are no good uplands, the soil there being all gravel; and the climate is sensibly colder than at the last stopping place.

There is a place near the *Notch*, where the road suffered severe injury. It had been built up against the side of a mountain, on a wall 40 or 50 feet high, and about 30 yards in extent, at the expense of \$500. This whole fabric was swept away by a mass of earth, rocks, and trees, which came from half a mile up the side of the mountain, and rushing down at an angle of about 45°, precipitated itself into the bed of the Saco, which is nearly 300 feet below.

In repairing this road in the winter, the workmen had great difficulty in getting over the obstructions. They expected to find but little daylight at that late season of the year; but they found that the summits of the mountains received very early intelligence of morning, and the snows reflected it into the valleys and ravines.



The road rises with a steep ascent for a considerable distance before it reaches the Notch, and the traveller observes two cataracts, one pouring down a precipitous mountain at a distance on the west side of the valley, and the other, which is called

The Flume, rushing down on the right-hand, and crossing the road under a bridge. The scenery is sublime and impressive beyond description. Just beyond is another *Flume*.

About 150 yards beyond is the first great slide seen in coming from the Notch.

THE NOTCH

is so narrow as to allow only room enough for the path and the Saco, which is here a mere brook only four feet in breadth. It is remarkable that the Saco and the Ammonoosuc spring from fountains on Mount Washington, within, perhaps, 60 yards of each other, though the former empties into the Atlantic, and the latter joins Connecticut River. Another branch of the Ammonoosuc approaches the Saco in one place, within about 600 yards. They are both crossed beyond the Notch. The head waters of the Merrimack rise within about a mile and a half of this place; and run down a long ravine, little less remarkable than that of the Saco.

The Notch Meadow. Here a house has been recently erected, at which the traveller will find accommodation, and where it is recommended to him to take up his quarters during his stay. It is situated on a small meadow, probably formed at an early period, when the water of the Saco was set back and overpowered the neighbouring surface, before the convulsion occurred by which the Notch was formed, and a passage was opened to it. The spot is probably the most advantageous that could have been chosen on the road, for a public house. It is sheltered by the neighbouring mountains, presents a level surface, and is within the distance of a few yards of the remarkable pass which

opens the way through the towering ridge southward, along the avenue to the still distant regions of civilization. The change presented to one coming down is so sudden, that the mind is greatly affected. From the level surface over which he has proceeded by a smooth road, that bends along one margin of the meadow, while the Saco brook has been leisurely making the circuit of the other side, at a sudden turn round a rude projecting rock, he finds the meadow suddenly terminated, a dark and narrow defile opening beside, and the stream appearing and disappearing almost at the same instant, as it begins to dart down the steep descent which is opened at once to the current and the road. A traveller arriving at this spot from the westward, can hardly paint in his own imagination an adequate picture of the wild and magnificent objects which await him along the route ; and he who has already passed among them will never be able to erase the impression from his memory.

From a distance the striped and channelled appearance of the mountains prepares the mind in some measure for the effects of the great inundation ; but, however great the effort the imagination may have made, the fancy will here find itself greatly surpassed.

A road was first made through the Notch in 1785. It was 50 or 60 feet higher than the present turnpike, and so steep that it was necessary to draw horses and wagons up with ropes. The assessment for the turnpike was made in 1806.

Two rocks stand at the sides of this remarkable passage, one 20, and the other about 30 feet, in perpendicular height. They are about 20 feet asunder, at 6 or 7 yards from the north end ; then they open to 30 feet. The part which appears to have been cut through is about 120 feet long. The Notch meadow opens beyond ; and after a ride of $4\frac{1}{2}$ miles, the traveller reaches another comfortable house, kept by Mr. E. A. Crawford, where also he will be received and entertained.

Ethan A. Crawford's House. The master of the house also will act as a guide, and is qualified for the office, both by his intimate acquaintance with the way, and the various kind attentions and amusing anecdotes with which he knows how to relieve the tediousness of the ascent. The best arrangement is to set out in the afternoon, spend the night at the wigwam or "Camp," ascend the mountain early in the morning, to have the benefit of the view by sunrise, and return to the inn before the ensuing evening. It is 6 or 7 miles to the "Camp," 3 of which are passable in a carriage and the rest on horseback, though much impeded by the devastations of the great storm.

MOUNT WASHINGTON.

The ascent of the mountain was formerly a most arduous undertaking, and was very rarely performed, but several ladies have lately been enumerated among those who have gained the summit. The whole way lies through a perfect forest. The first 6 or 7 miles are over a surface comparatively level; but the last two miles and a quarter are up an ascent not differing much from an angle of forty-five degrees.

The time to perform the different parts of this excursion may be estimated as follows:

	<i>hours.</i>
From the inn to the camp,	2
Thence to the summit, 2 miles and 93 rods,	2 or $2\frac{1}{2}$
Returning from summit to camp,	$1\frac{1}{2}$
Thence to the inn,	2

The streams of the Ammonoosuc River, which are to be crossed seven times, show the ravages of the inundation of 1826, but a comfortable bed, and a fire, (if the weather be chill,) will be found very welcome at

THE CAMP,

6 $\frac{3}{4}$ miles from Crawford's. Here provisions of different kinds will be produced, and even cooked by a cheerful fire; and if the travellers are sportsmen, and the season is favourable, a dish of fine trout may soon be obtained from the romantic little stream which dashes by within a short distance.

The ascent of Mount Washington begins just at hand, and the most arduous exertion will be necessary to attain the summit, which seems to fly before the stranger when he deems it just attained, and to look down in derision from a new and more hopeless height. The first part of the way is through a thick forest of heavy timber, which is suddenly succeeded by a girdle of dwarf and knarled fir-trees, 10 or 15 feet high, and 80 rods, or about 450 yards, broad; which, ending as suddenly as they began, give place to a kind of short bushes, and finally a thin bed of moss, not half sufficient to conceal the immense granite rocks which deform the surface. For more than a mile, the surface is entirely destitute of trees. A few straggling spiders, and several species of little flowering plants, are the only objects that attract the attention, under the feet.

The following heights are stated to be those of the different peaks, above the level of Connecticut River at Lancaster :

Washington, 5,350 ; Jefferson, 5,261 ; Adams, 5,183 ; Madison, 5,039 ; Monroe, 4,932 ; Quincy, 4,470.

Mount Washington is believed to be more than 6,400 feet above the ocean.

In a clear atmosphere the view is sublime, and almost boundless. The finest part of it is towards the *south-east and south*. Looking down the valley, through which the road has conducted us, a fine succession of mountainous summits appear for many

miles, extending beyond the bright surface of Winnipiseogee Lake.

Towards the *south-east* also, the eye ranges over an extent of surface, which quite bewilders the mind. Mountains, hills, and valleys, farm houses, villages, and towns, add their variety to the natural features of the country ; and the ocean may be discovered at the horizon with the help of a telescope, although the sharpest sight has never been able to distinguish it without such assistance. In that direction lies Portland, the capital of Maine ; and nearer, Lovel's Pond.

On the *north-east* is seen the valley of the Androscoggin River, which abounds in wild and romantic scenery, and was the usual passage by which the Indians, in their hostile incursions from Canada, used to approach the eastern frontier settlements of Massachusetts and New-Hampshire. Beyond, are the Ktardin Hills, near the extremity of Maine.

North, the country is more wild and uncultivated ; and the Umbagog Lake is seen, from which flows the Androscoggin.

West, the nearer view is over a mountainous region, covered with a thick forest, through which only an occasional opening is perceived, formed by the farms (or clearings) of the hardy inhabitants. Beyond, the hills are seen to rise from the opposite shore of Connecticut River, the surface of which is every where hidden from view, and the summits, rising higher and higher, terminate in the ridges of the Green Mountains in Vermont.

South-westerly is seen the Grand Monadnock.

The Indians knew the White Mountains by the name of Agiocochook, and regarded them as inaccessible, or at least represented them so to white men.

THE LAKE OF THE CLOUDS

is a little pond, near the summit of Mount Monroe, of beautiful clear water : and supplies the head stream of

the Ammonoosuc River. This little current immediately begins its descent, and dashes in a headlong course of several thousand feet, into the valley near the encampment.

Geology. Loose fragments of granite are every where scattered over the mountain, with some specimens of gneiss. The granite is generally gray, and at first fine-grained, but grows coarser as we ascend, and is occasionally sprinkled with small garnets. At the summit it frequently contains a little black tourmaline, sometimes in crossing crystals. On the summit, also, some of the granite is tinged with red, although much of it is coloured bright green by lichens, dampened by the humidity of the clouds, and interspersed with thick and soft gray moss. The grain of the coarse granite is elongated; and what strikes the visiter as very singular is, that not a single rock is to be found in its original place—every thing bears the mark of removal; and this, taken into view with the precipice on the northern side, seems to indicate that the summit of the mountain has fallen down and disappeared.

The general belief now seems to be, that the lofty peak above us is the highest elevation in North America, except Mexico and some of the Rocky Mountains. The inhospitable nature of the climate is such as to forbid all hopes of future improvement; so that the feeling of sublimity, produced by the lonely and desolate character of this desert region, is increased by the reflection, that it is destined to be a wilderness for ever.

The only places susceptible of cultivation in the heart of the mountains, are the little meadows inhabited by the Crawlords, the Notch, and Willey Meadows; and there the interval of warm weather is so short in the year, that few vegetables can arrive at maturity, with all the rapidity of growth which distinguishes such cold regions.

To those who are fond of field sports, the forests

and rivers afford every advantage, during the brief summer which visits the valleys. Various kinds of wild birds and game are to be found in the woods, besides bears, wild cats, and deer. The moose and buffalo were formerly abundant among the mountains; and it is scarcely thirty years since they were killed in great numbers, merely for their hides and tallow; as the latter still are in the deserts beyond the Mississippi. Deer are common in the woods, and frequently are killed by the hunters. Sometimes they come boldly down into the little meadow before Crawford's house, and quietly graze with the cattle. The black bear are occasionally seen in the more unfrequented places; but they will always endeavour to avoid a man. A large species of elk, here known by the name of the Cariboo, has made its appearance in the White Mountains within a few years; but they are still very scarce in this part of the country.

The weather is liable to frequent changes in the mountainous region, which is partly owing to the vicinity of the *Notch*, through which the wind blows, almost without ceasing, even when the air is perfectly still at only a short distance from it. From the situation of the mountains, it is impossible that the direction of the wind should vary materially in the valley; and it is therefore, of course, always north or south. During the winter it is often very violent, so that not only the snow is prevented from lying on the path at the *Notch*, but the surface is swept of every thing that a strong wind can remove.

The summits of the mountains are frequently invested with mist, when the sky is clear; and those only who inhabit the vicinity are able to tell whether the day is to be favourable for the ascent. The mists sometimes collect in the valleys, and then present some of the most singular and beautiful appearances.

Roads. There are two roads hence to *Connecticut River*; one over Cherry Mountain (very laborious) to Lancaster; the other, shorter, through Breton

Woods, Bethlehem, and Littleton, (rough and stony) to Bath, 34 miles. [*See Index.*]

ROUTE FROM BOSTON TO MAINE.

A line of Steam Navigation was commenced in 1823, between Boston and Portland and Bath ; and extended in 1824, about 250 miles from Bath to Eastport in one direction, and about 40 miles to Augusta in another ; and in 1825, again about 70 miles from Eastport to St. John's, in New-Brunswick, by proprietors residing at Eastport ; and from St. John's up the River St. John's about 80 miles to Fredericctown, by proprietors residing at St. John's ; and in another direction by the Eastport proprietors, from Eastport about 30 miles on the Schoodic to St. Andrew's and Calais. Two boats were afterward put upon a line from Eastport to Annapolis and Windsor, in Nova Scotia. Another boat is run from Eastport to Dennisville, a distance of 20 or 30 miles. The line before occupied, including all its collateral branches and ramifications, exceeds 500 miles, and is now about 700 miles.

It is proposed in Boston, to enlarge the canal across Cape Ann, to admit the steamboats, which will save 15 miles, and give an opportunity to communicate, directly or by smaller boats, with Gloucester, Newburyport, Portsmouth, Dover, and Kennebunk.

The boats go about 100 miles a day, and pass so near the shore as to afford many interesting views of the numerous islands, points, and bays, which abound along the coast. In 1826, the steamboat was burned on this line. The price was, from Boston to Portland, \$5 ; thence to Eastport, \$6, with a deduction for forward passengers. (The arrangements for 1830 not known.)

There are coaches going to Salem every hour in the morning and forenoon ; and it may, perhaps, be convenient to take a seat in one of them, as Salem is well worthy of at least a day's delay. Indeed, if convenient, the stranger will be gratified with several

rides in the vicinity of that place, particularly to Marblehead.

LYNN, 9 miles from Boston.

This town is devoted to making shoes; great numbers of which are annually exported. Each house, almost without exception, has a little shop connected with it, in which the men and boys employ themselves in this manufacture. There are in Lynn from 70 to 80 manufacturers of shoes, and probably not far from 1500 operatives. Some of the manufacturers employ 50 hands each, and one is said to manufacture 1200 pair per week. This, if we allow 12 working hours a days, gives one pair of shoes about every 3 minutes.

There is a mineral spring in this town, which was celebrated many years ago.

The Lynn Beach, of which mention has before been made, is in this town, and lies on the way to the fashionable retreat at Nahant. It is of hard sand, offering an excellent natural road, but is impassable at high water. The bay on which it looks is one of the places where the famous sea serpent was seen several years ago.

There is a good inn in the town where the stage coaches stop.

The country beyond is rather hilly and uninteresting; but the road is good.

BEVERLY

is a town which joins Salem so closely, as apparently to form a part of it. It has a long street through which we pass, nearly at the foot of a high, barren hill. This eminence is remarkable in the history of witchcraft; as it is the spot where numerous persons, condemned for that crime, in Salem, were executed.

SALEM.

The Lafayette Hotel.

This is one of the most populous, wealthy, and beautiful towns in New-England. It was one of the earliest settlements made in Massachusetts Bay ; and the planting of the colony is annually celebrated. Governor Endicott, one of the most distinguished individuals in the early history of this part of the country, resided here. The place was first settled in 1626.

Salem was for many years engaged in an extensive and lucrative commerce, particularly with China ; and the appearance of the town is sufficient to show that it still contains a great deal of wealth. The harbour is fine, and the wharves still well supplied with stores ; but the trade of the place has materially diminished. The streets are generally too narrow ; but the banks, insurance offices, and churches are many of them handsome buildings. The *Square* is a large and beautiful tract of ground, near the centre of the town. About it are seen many of the finest private buildings in the place, which, indeed, may be compared for size and elegance with those in any part of the United States.

There is a High School in Salem, besides 18 public and 58 private schools. In 1828, the public schools contained about 500 boys and 300 girls.

The *Marine Museum* is an institution highly creditable to the town, being an association of respectable nautical and commercial individuals, formed for the purpose of making useful observations, and collecting curiosities from all quarters of the world. No one can become a member who has not doubled Cape Horn, or the Cape of Good Hope, either as master or supercargo of a vessel ; and each of them is supplied with a journal, in which he is to note down such remarks as he thinks important. during his voyages.

These are submitted to the inspection of a committee ; and the curiosities brought home are deposited in a handsome building belonging to the society, which is well worthy the particular attention of strangers.

Access is readily gained by application to any of the members: this extensive and highly interesting cabinet being closed only for the purpose of security, and no fee being required for admission. The room is large, well lighted, and filled with curiosities from all quarters of the world, and many specimens belonging to all the branches of natural history. The arrangement is made with great taste, and several hours, or indeed days, will hardly be sufficient for an examination of all it contains.

The following lines were written after a visit to this interesting institution, by Beltrami, a distinguished scientific traveller, in the year 1827 :

“Siste Viator! Siste, mirari! est Orbis in urbe,

“Et præbet pulchrum cuncta miranda Salem.—

“Obstupui, hic Superum, hinc hominum prodigia
vidi,

“Pontus, Magna Parens, Ignis et Ipse favent.—

“Oh, America : Oh, felix tellus, populusque beatus!

“Quam nobis tollunt dant tibi fata vicem.—

The top of the hotel commands a fine and extensive view over the town and its environs, with the harbour, and the fine coves which set up on both sides. A Mill Dam Company has been incorporated, to enclose a tract of water near this town, to obtain power for mills, on the plan of the Boston and Roxbury mill dam. The receiving basin is to be about 70 acres, and the power equal to 40 mills.

MARBLEHEAD.

There is a good road to this town, which stands at the end of a rocky promontory, 4 miles south-east from Salem. It contains a handsome square, and some very

good houses ; but it is principally inhabited by fishermen, whose manner of life precludes, in a great degree, the intellectual improvement generally so characteristic of New-England. The harbour is a small bay, protected by barren rocks, and affords shelter to the numerous fishing schooners employed in the cod fishery. The men and boys are absent from home a great part of the year ; as each vessel usually makes three fishing voyages, or "*fares*," as they are here called, every season. They lie on the banks until they have caught a load of fish, which are opened and salted as soon as taken. The vessels then return, and the fish are spread to dry on wooden frames, called flakes ; great numbers of which will be seen on the shore. A few vessels still go to the Labrador coast for fish. There is a fort at the extremity of the town, which commands the entrance to the harbour, and affords a view of many miles over the neighbouring sheets of water. The islands at the entrance of Salem are wild and rocky ; and the sea breaks over them with violence in an easterly storm. Towards the south are seen several headlands of this iron-bound coast ; which, for a great extent, even down to the extremity of Massachusetts, must have appeared one of the most inhospitable to the pilgrims who began their settlements on this part of New-England.

NEWBURYPORT.

Stage House, or Merrimack Hotel, on the hill. This is a large, and, to a considerable extent, a regularly built town, 33 miles from Boston. The greater part of it lies in squares, and the best streets are built entirely of brick. What is commonly called Newburyport, however, is composed of two distinct towns. The original township of Newbury includes that part which reaches to within about a quarter of a mile of the shore ; and the rest, a mile along the water, where the wharves, the market building, most of the stores.

shops, &c. are found, is all which is, properly speaking, called Newburyport, although there is no division but an imaginary line.

The *Court House* makes a handsome appearance, at the head of a street running to the river.

The monument of the celebrated *Whitefield* is to be seen in the First Presbyterian Church in this town, where his remains lie interred.

The harbour is fine, and the place once enjoyed a brisk and lucrative commerce ; but it has suffered severely from two great fires, within a few years, and still more from circumstances which cut off the trade. A plan has been proposed for the improvement of the navigation of the Merrimack, which, if carried into effect, can hardly fail to produce results of great importance to the place. The falls at Haverhill cut off the boat navigation, at the distance of about 12 miles ; but if these were avoided by a canal, the water communication would be opened to Concord, and a great part of the products now sent to Boston, by the Middlesex Canal, would come to Newburyport. It is estimated, that the work would cost about two hundred thousand dollars.

Stage Coaches. The mail coach from Boston for Portland arrives at 7 A. M. and returns about 2 P. M. There is also an Accommodation Line, which travels only by daylight. The Concord coach leaves here about noon.

The late Timothy Dexter's house is now a tavern, about half a mile from the stage house on the road to Portsmouth. The garden was formerly curiously ornamented with wooden statues of distinguished individuals.

Mackerel Fishery. It was estimated, in 1829, that 92 vessels were employed in the mackerel fishery, with a tonnage of 4,432 tons, and about 740 men, seven months and a half each year.

The bridge over the Merrimack is a most beautiful structure. Its length is 1000 feet ; and, it has four

arches and a draw-bridge, on the side towards the town. The arches are supported by twelve chains, carried over four towers in the form of pyramids, 31 feet above high water mark. The bases of these towers are of hewn stone, 40 by 30 feet, built on timber, each with a breakwater up the stream. The chains, separately, are strong enough to bear 22 tons. The bridge, with the road to Newburyport, cost \$66,000.

Hampton, 10 miles. At Hampton Beach is a good hotel, which commands an agreeable view upon the ocean, and the shore about the Boar's Head.

PORTSMOUTH,

62 miles from Boston, 58 from Portland.

Brown's Stage House.

The environs of the town show many neat and pleasant houses of wood ; and the middle part of it is principally of brick, with some handsome public buildings, although the streets are generally too narrow. It has been a place of much commerce. The old church is a specimen of old times. The Navy Yard, on an island opposite the town, contains two large ship buildings, one for frigates and the other for line-of-battle ships.

The bridge across the Piscataqua, leads into the state of Maine, which was, until within a few years, a district of Massachusetts. The current is very strong. The navy yard is seen on the east, with the ship houses, &c. 13 ships of war have been built in this port since 1690. The Santee, 74, and Alabama, 74, are on the stocks.

[*Amcsbury* is a manufacturing place on the Powow River, 3 miles from Newburyport. The river is made to drain several ponds by an arched tunnel dug through a hill about a century ago. There is a Nail

factory here, originally built by the famous mechanist Jacob Perkins. A Rolling and Slitting Mill is adjoining. Extensive Anchor Works, now standing still, are on the same dam.

The Broadcloth Factory, supplied with water by a dam below, is also not in operation. The *Salisbury Flannel Factory* has 2500 spindles, employs 80 hands, and makes 100 pieces of flannel weekly. They have built a much larger one at the upper falls. The *Amesbury Flannel Factory* have a building 40 feet by 130, 4 stories high, with 5000 spindles, 180 workmen, and makes 200 pieces a week. Houses for dying, bleaching, and fulling are on the wharf. There is also a machine shop. Men receive \$1, and women 50 cts. a day.

The building is 200 feet long, 50 wide, 5 stories high, and will contain 10,000 spindles, and make 400 pieces in a week. All the Flannel Works in full operation will make 35,000 pieces of flannel in a year, and employ about 1000 hands.

There are several other mills and factories; though the whole ground occupied is only 40 rods.]

The country on this road is of a gently rolling form, generally very poor, without trees, and changing only from sand to rocks; and affords very few objects of interest, except an occasional view of the seashore, and several spots remarkable for their connexion with the history of the country.

York. There are some pleasant fields about this little place, but its size is insignificant, particularly when contrasted with the anticipations formed of its destiny at the time of its first settlement; for the ground was laid out for a city, and the divisions of the land still retain much of the regular form given it by the first surveyors.

The *Nubble* is a rocky point, $4\frac{1}{2}$ miles from York, with a cluster of miserable huts in the rear, called, in derision, the city, or metropolis of Cape Neddock, from a point of that name still further on.

While travelling along this dreary country, near the place where a round hill of a peculiar appearance first presents itself in front, and then the ocean, the road passes the site of an old fort or blockhouse, built before Philip's war. Nothing is now to be seen of it from the road, excepting a part of the old wall, which is built of large stones, laid with greater regularity than is practised now. A hovel stands near the wall, shaded by a few trees, about 100 yards west of the road.

The Agamenticus Hills form a range some distance west.

Lower Welles. There is a little harbour here, defended by a sand bar, with a narrow entrance under a rock ; but it is almost dry at low water.

Welles. The sea often breaks beautifully on the beach, in front of the tavern. Porpoise point is just distinguished in the north-east ; and the view of the sea is fine and refreshing.

Three miles beyond is *Breakneck Hill*, over which falls a small stream, from the height of 30 feet, about 40 yards from the path. Here, says a blind tradition, a small tribe of Indians met an indiscriminate destruction, in the following manner. Being on their return from their annual fishing excursion on the upper part of the stream, they despatched some of their number to make a fire on the rock which divides the falls, as they found they should not reach this place before night. The white men in the neighbourhood, by some means learning their design, shot the messengers, and then collecting the limbs of trees, made a great fire on the high bank below on the opposite side of the road. The Indians, says the story, being deceived, did not attempt to stop their canoes in season, and were all carried over the falls and killed. A similar tale is related, with more appearance of credibility, of the falls on the Androscoggin River.

The *Fort* was half a mile beyond, or a quarter of a mile north from the church. The site is distinguished

by the angle of an old wall, built of large, regular, but unhewn stones, on the east side of the road. The marks of the foundation appear to be yet visible a little back, and the situation is very pleasant, with a smooth plain around it, and a gentle slope in the rear to a little meadow, where the settlers used to obtain their hay. The ocean is in full view below. This little fortress was once attacked by 500 Indians, who at first supposed, as was the fact, that the men were absent from home. The place was, however, very bravely and successfully defended by five women, who put on their husbands' clothes, and fired so warmly upon their invaders, as to force them to retreat.

Kennebunk, 25 miles from Portland. Here the mail coach from Portland stops for breakfast. It is a small place, but once carried on a considerable lumber trade with the West Indies.

Saco, fifteen miles from Portland. Just south of this village is the mouth of the Saco, which rises on Mount Washington. Cutt's Island of 75 acres divides the stream, just at the falls, and has been converted to manufacturing purposes.

The first manufactory erected by the company was intended for 1,200 spindles and 360 looms. It was destroyed by fire in 1830: loss estimated at \$300,000.

The soil here is very rocky, easily furnishing materials for building, which has lately commenced on a large scale. The fall is about thirty feet, the water abundant at all seasons, and there is a landing place for vessels only a few yards distant, which might greatly favour the transportation of raw and manufactured articles. The land bought in 1825 on the island with a portion of the water power, cost about \$100,000. Great quantities of timber have long been sawn at these falls.

PORTLAND, 15 miles.

Mitchell's Hotel. The Stage House.

The situation of this place is remarkably fine, occu-

pying the ridge and side of a high point of land with a handsome, though shallow bay, on one side, and the harbour on the other. The anchorage is protected on every side by land, the water is deep, and the communication with the sea direct and convenient. Congress-street runs along the ridge of the hill, and contains a number of very elegant private houses. There is also the Town Hall, with the Market below, the Custom-House, and a beautiful new church, with granite columns. The steps are fine blocks of granite, 6 feet by 9, brought from the quarry at Brunswick, 22 miles distant, and cost about \$40 each. This street rises, as it approaches the end of the neck, or promontory, to the *Observatory*, a tower 82 feet high, and, with its base, 142 feet above the water, commanding an extensive and very fine view on every side.

From the *Observatory*, south and south-west are several distant eminences: among others, the Agameticus Hills; north-west are seen, in clear weather, the lofty ridges and peaks of the White Hills in New-Hampshire, which are discovered at sea, often before the nearer land appears in sight. The country on the north presents little that is interesting, and the water nearer at hand is only an inlet of the sea.

Cape Elizabeth is the highland on the south side of the harbour; and the islands, which nearly close its entrance, are called Bang's and House Islands. Fort Preble stands on the former, and Fort Scammel, only a blockhouse, on the latter. It is proposed by the United States to expend \$165,000 in enlarging these defences. Due east is Seguin Lighthouse, which is visible in clear weather, 32 miles distant, at the mouth of the Kennebec. Nearer, and in the same quarter, lie numerous islands of various forms, and divided by little channels and bays, some of which are deep. They are generally covered with trees and rocks, but present a beautiful variety to the view in that direction. Their number is not known, but is usually estimated at 365, to correspond with that of the days in the year.

The intrenchments on the hill, west of the Observatory, belong to Fort Sumner, and part of them were made in the Revolutionary war. Under the bluff, on the water's edge, is Fort Burroughs.

Falmouth (the former name of Portland) was burnt in the Revolutionary war by Capt. Mowatt, in the British sloop of war *Canceau*, on the 18th of October, 1775, on the refusal of the inhabitants to deliver up their arms. About 130 houses, three-quarters of all the place contained, were consumed, some being set on fire with brands, after a cannonade and bombardment of 9 hours. The old church is among the buildings saved, and has the mark of a cannon shot in it. A small part of Mitchell's hotel belonged to one of the houses not destroyed.

There are some fine stores and dwelling-houses in the middle of the town, and the shore is lined with wharves and shipping: for the place is beginning to prosper again, although it has lost an extensive trade which it cannot recover. There is a small *Museum* in the place. At the Athenæum will be found newspapers from different parts of the country, a library, &c. In 1827 there were 10 primary schools here, containing 1095 pupils. Four of the schools were on the nonitorial plan. There is a Female Orphan Asylum recently established here.

Remarks to the Traveller at Portland. The Boston Mail Coach leaves here every morning at 4, and reaches Boston at 9 P. M.; the Accommodation at 8, and arrives next day, stopping for the night at Portsmouth.*

* The following prices were charged in the steamboats, between different places, in 1828.

From Boston to Augusta, forward cabin	\$4,	after do.	\$6
From Boston to Bath,	do.	3,	do. 5
From Boston to Portland,	do.	2,50	do. 4
From Portland to Hallowell and Augusta,			2 25
From Portland to Bath,			1 00
From Bath to Richmond,			0 50
From Bath to Gardiner,			1 00
From Bath to Hallowell and Augusta,			1 25

The communication with Dover, Concord, &c. is easy, and the traveller going in that direction is referred to the Index for those and other places in his way. He may take the route to the White Hills by Fryeburgh; the road leads through a wild and thinly populated country, but is not devoid of interest. The stage coach reaches Conway in a day by this route, passing through Gorham, Standish, Baldwin, Hiram, and Fryeburgh.

The eastern and north-eastern routes only, remain to be spoken of. The road along the seacoast is more uninteresting, passing over a rocky soil, and is recommended in going from Portland. The upper road leads through a considerable extent of fertile country, indeed the garden of Maine, and shows several pleasant and flourishing villages, by which it may be more agreeable to return. The settlement of a great part of that region, still, is so recent, that the traveller will not find so good accommodations, nor so many objects of interest, as in many other parts of the U. States. The inhabitants, however, are increasing very rapidly, and great improvements of every kind are annually introduced, which produce a scene of great activity and prosperity, particularly between the Kennebec and Penobscot Rivers.

REMARKS ON THE COUNTRY NORTH-EAST FROM PORTLAND.

In consequence of the position, the climate, and soil of Maine, the improvement of the country has been much retarded. Settlements were made on the coast as early as 1607, and several others not long afterward; but they suffered severely in the Indian wars, and their vicinity to the French missions, which embraced all the eastern part of the present state, exposed them to imminent danger. In later times the population was principally confined to the seacoast, for the convenience of fishing and commerce, and thus the good

land, which lies some distance back in the country, was almost entirely neglected. After the revolutionary war, this extensive region remained in the condition of a district belonging to Massachusetts. Within a few years it has been received into the Union as a separate state; and agriculture having been introduced, the emigration from the neighbouring states has rapidly swelled its population. In 1828 there were 33 newspapers in the state of Maine.

In travelling in Maine, the stranger observes the same order of things as in the interior of New-York, Ohio, and other parts of the country which are fast improving. It is but a few years since agriculture was almost unknown here, and now the interior region between the Kennebec and Penobscot Rivers is well peopled, and presents a scene of rural cultivation and prosperity rarely equalled. That is of course the most attractive route for the traveller; and the road from Portland lies through Augusta and Hallowell. Those who are going to New-Brunswick, &c. are advised to take this route, unless they prefer the less fatiguing mode of travelling in the steamboat.

Most persons going eastward from Portland, will wish to return; and the brief tour which we shall give will be planned for their convenience and pleasure, by proceeding first along the seacoast, and then returning through the fine tract of country in the interior.

It may be proper here to mention, that two roads have been projected to Quebec; one by the River Kennebec, and the other by the Penobscot. At present there are no roads through the northern wilderness, though a communication has been kept up that way for several years, and herds of cattle are occasionally driven into Canada. The hardy and enterprising traveller may, perhaps, be willing to encounter the inconvenience of lodging in the open air, and such fare as the wilderness affords: but few will

attempt the route for pleasure, until the intended improvements shall have been made.

For the distances of the principal places on the route from Portland to Quebec, see *page 235, 236.*

CANALS PROJECTED IN MAINE.

From Sebago Pond to Portland. This would require an excavation of only 6 miles to effect a communication between a chain of ponds or lakes, capable of furnishing large supplies of timber, and many products of agriculture, if settlements were once encouraged.

From the *Androscoggin* at Wayne's Mills, to the *Kennebec* at Gardner. There is a dead water navigation to within five miles of the former, but then there is an ascent of 260 feet to the level of its current.

ROUTE FROM PORTLAND TO BELFAST, CASTINE, BANGOR, &c.

Travelling round to the head of Casco Bay, you pass through North Yarmouth and Freeport, and arrive at Brunswick, 26 miles. This is the site of Bowdoin College, the principal institution of the state. It was burnt a few years ago; but has been rebuilt, and contains a good number of students. It is pleasantly situated on an elevated level.

There is a fall on the *Androscoggin* river at this place; below which booms are extended across to keep together the lumber which is brought down every season in great quantities.

The whole road from Portland to Bath, 34 miles, lies along the coast, where the soil is rocky and poor.

BATH

is a town of considerable trade, situated on the *Kennebec*, at the distance of 16 miles from the sea. Here

are several public buildings, and among the rest, two banks. If the arrangements be now as heretofore, the steamboat will leave Bath every day, except Sunday, at noon, and arrives at Augusta the same evening, touching at Richmond, Gardiner, and Hallowell.

Woolwich is opposite Bath.

WISCASSET,

14 miles from Bath. This is one of the principal ports of the state, and has an excellent harbour, at the mouth of the Sheepscot River.

Stage Coaches run north to Bangor, on the Penobscot. They pass through Newcastle, Nobleborough, Waldoborough, Union, Appleton, Searsmont, and Belmont. There are two branch lines: one to Thomastown through Warren; and another to Hamden, through Camden, Lincolnshire, Northport, Belfast, Swanville, and Frankfort.

From Wiscasset to Damascotta is rough and rocky; but the ride presents many interesting views, as the landscape is continually changing, and is often varied by the sight of Damascotta River, and several beautiful little lakes or ponds.

Damascotta Bridge. Here is a considerable village, at the distance of 16 miles from the seacoast.

BOOTH BAY

lies off the road from Wiscasset to Damascotta. It has a commodious harbour, with a number of islands in the vicinity; and the neighbouring high ground affords a very fine and extensive view. The hill, on the eastern side of the bay, was surveyed for a city in the early part of the last century, which was to have borne the name of Townsend, but the building of it was never begun. The harbour has been considered a good site for a naval depot.

Antiquities. Two or three miles off the road, be

tween Linniken's Bay and Damascotta River, where was formerly an Indian carrying-place, the remains of cellar walls and chimneys are found, as also broken kettles, wedges, &c. At the head of the bay are the hulks of two or three large vessels sunk in the water; and on the shore, the ruins of an old grist-mill, where the present one stands. On the islands opposite the town, are other ruins, the history of which is unknown, as well as that of those already mentioned. The only fact which seems to afford any clew to their origin, is, that Sir John Popham made an attempt to build a town at the mouth of the Kennebec, in the year 1607.

WALDOBOROUGH, 10 miles.

WARREN, 7 miles.

THOMASTOWN.

Central Village, 6 miles. Here are quarries of marble and limestone, from the latter of which about 100,000 barrels of lime are made every year for exportation. The marble is also wrought in considerable quantities. A visit to the workshops may be interesting, as the operation of polishing is performed by machinery moved by water. There is a cotton manufactory on Mill River. The village is 15 miles from the sea.

The *State Prison* stands in a commanding and pleasant situation. It has 50 solitary cells, built of granite, in blocks from 4 to 6 feet in length, and 2 in thickness. Each cell has an opening at the top, with small holes in the walls for the admission of fresh air, which, during the winter season, is warmed before it is admitted. The Warden's house is also built of granite, and is two stories high, placed in the middle, with a row of cells on each side. The prison yard is surrounded by a circular wooden paling, and encloses nearly three acres, in which is a lime quarry. Seven-

ral workshops on the ground serve the purposes of the convicts, who are employed in burning lime and other manufactures.

The Knox Estate. About half a mile from the State Prison is the ancient residence of the late General Knox. The mansion was three stories high, large, and elegant, particularly for a country so little cultivated and inhabited as this at the time of its erection. It is now in a state of great decay; but some of the remaining decorations of the grounds may give an idea of its original appearance. The approach to the house is through a cypress grove; and in front of it extends a handsome grass-plat. General Knox was one of Washington's principal officers, and acted a conspicuous part in the revolutionary war and in the government.

From *Thomastown* to *Belfast*, (30 miles,) the road is hard, and commands many views of Penobscot Bay, with a few islands on the right, and a partially cultivated country on the left, with some mountainous scenes. *Belfast* is a flourishing port, pleasantly situated on the side of a hill. The road hence to *Castine*, round the bay, is 35 miles, passing through *Prospect*, *Buckport*, *Orland*, and *Penobscot*.

Castine was taken during the late war by a fleet, and the British intrenchments are to be seen on the hill above.

Eastport is important as the frontier post of the United States on the seacoast towards the British possessions. It is on the south-eastern part of *Moose Island*, in *Passamaquoddy Bay*, and connected with the mainland by a bridge. The spot was almost uninhabited 30 years ago; but now it contains three places of worship. There are fortifications and a few troops. A line of steamboats is established between this place and *Boston*, touching at *Portland*, &c.

Lubec is situated near the entrance of the Bay, opposite *Campobello*.

Perry, the village of the Passamaquoddy Indians, lies northward from Eastport.

On the *Schoodic River* the land is high, and the scenes striking. Robbinston stands at its mouth; and Calais 12 miles above, at the head of navigation. The country north and west of this place is said to be very valuable for grazing, being undulating, with a good soil and climate, and at present well wooded, with conveniences for transportation by sea.

The road from Belfast to Bangor lies along the course of the Penobscot River.

BANGOR

is a very flourishing village, newly risen into importance, in consequence of having taken a good deal of the interior trade from Belfast. It occupies a commanding position for this object, and is undoubtedly destined to experience a great and rapid increase, proportioned to the extension of settlements in the upper country. The number of inhabitants increased between 1820 and 1825, from 1221 to 2002. The scenery here begins to assume much of that mountainous character, which prevails so extensively through a large part of the interior. A very conspicuous and noble eminence is observed at a distance in the north, called *Ktardin Mountain*, the elevation of which has never, it is believed, been accurately ascertained. It is considered the highest land in the state, and has been compared for altitude with Mount Washington in New-Hampshire: whether with justice or not, a scientific measurement will determine.

In the year 1825 the land agents visited a tract of country inhabited by about two thousand persons, who had been before unknown as belonging to the state, having never been represented in the legislature, or included in any census. They are partly descendants of refugees, and partly half-pay officers, Irish and Scotch. The vast tract of wilderness intervening be-

tween them and the lower country had prevented intercourse. Their country is rich and beautiful, on the St. John's River, near the boundary of N. Brunswick ; and many of them desired to be received into the jurisdiction of the State Government. The question has already caused much excitement.

The opening of a road along the course of the Penobscot to Quebec, by the way of St. John's, the survey of which has been authorized, for which the state have appropriated \$5000, on condition that Massachusetts will do as much, cannot fail to accelerate the settlement of this country, and to increase the value and the products of the soil. It will also prove hereafter a very convenient route for travellers going to and from Canada, and doubtless form a part of the grand northern tour, which will then be complete.

Steamboats will be placed on the route from Boston to the Kennebec.

From Bangor we begin our return to Portland, taking the route through the finest part of the state of Maine. The road to Augusta and Hallowell on the Kennebec, lies through a region rapidly improving under the management of an active, industrious, and increasing population. The value of the soil has greatly advanced within a short time, and it is the grand centre of emigration. There is another road to Hallowell through Bath. Coaches travel each way three times a week.

Augusta is a considerable town and very flourishing. It is situated at the falls of the Kennebec, where the water on the descent of the channel is sufficient to set in motion several hundred wheels, and will probably be hereafter extensively employed for manufacturing purposes.

At the mouth of this river, at Georgetown, beryls have been found, in a ridge of granite country. Some are 15 inches long and 6 thick. They are associated with schorl.

Pegipscot Falls. Near Lewistown, on the Andro-
K k

scoggin River, is a remarkable cataract, where the current breaks through a range of mountains, and pours over a broken ledge of rocks. The scene is wild and striking, and derives an additional interest from its connexion with the history of a tribe of Indians long since extinct.

According to a tradition current in the neighbourhood, the upper parts of this stream were formerly the residence of the Rockmego Indians, who inhabited a fine and fertile plain through which the river winds. The situation was remote, and they had never engaged in any hostilities with the whites, but devoted themselves to hunting and fishing. The ground still contains many remains of their weapons, utensils, &c. They were, however, at length persuaded to engage in a hostile incursion against Brunswick, at that time an exposed frontier settlement; and the whole tribe embarked in their canoes to accomplish the enterprise. The stream flows gently on for a great distance, until it approaches very near to the falls; and this was the spot appointed for the night encampment. Night set in before their arrival; and they sent two men forward to make fires upon the banks a little above the cataract. For some unknown reason the fires were kindled below the falls; and the Indians, being thus deceived concerning their situation, did not bring up their canoes to the shore in season, and were carried over the rocks, and the tribe all destroyed together. Their bodies, it is said, were carried by the stream down to the village they had intended to attack.

The hills near the falls afford many evidences of having been the residence of Indians, who were cut off by the whites, in a sudden attack, many years ago.

WASHINGTON.

Gadsby's Hotel, Pennsylvania Avenue.—Numerous hotels and boarding-houses also offer handsome accommodations, particularly during the sessions of Congress.

The seat of Government of the United States is situated between the Potomac River and its eastern branch, about a mile and a half above their junction. It is divided into three distinct parts, which are built about the Navy Yard, the Capitol Hill, and the Pennsylvania Avenue. The Capitol is an immense building, with two wings, surrounded by an open piece of ground, terraced in front, and occupying an elevation, which renders it a conspicuous object for several miles.

The original plan of the city was very extensive: the principal streets meeting from all points of the compass at the Capitol, and bearing the names of the older states of the union. Some of the minor streets are known by the names of the letters of the alphabet; and tracts of ground were reserved for public squares. As Washington, however, is chiefly dependent on the government for its support, the original scheme has been but faintly realized, and many of the streets have not even been opened.

During the sessions of Congress, the place is thronged with strangers from all parts of the country; and the sessions of the Senate and Representatives, the proceedings of the Supreme Court, the levees at the President's House, the parties at the foreign ministers', &c. afford ample opportunities for amusements of various kinds. At other seasons, however, there is little to interest the stranger, except the public buildings and the Navy Yard.

THE CAPITOL

presents, in the interior, specimens of various styles of architecture. The whole front is 352 feet 4 inches in length; and the wings are 121 feet 6 inches deep. The eastern projection is 65 feet; the western 88. The building covers an acre and a half and 1830 feet. The wings, to the top of the balustrade, are 70 feet high, the centre dome 95.

Representatives' Room, greatest length,	. 95 ft.
Representatives' Room, greatest height,	. 60
Senate Chamber, greatest length, 74
Senate Chamber, greatest height, 42
Great Central Rotunda, 96 feet in diameter, and 96 high.	
The North Wing was commenced in 1792,	
and finished in 1800, cost	\$480,262
South Wing was commenced in 1803, and	
finished in 1808, cost	308,808
Centre Building, commenced in 1819, and	
finished in 1827, cost	957,647
	<hr/>
	\$1,746,717

On the tympanum is a statue of America, 9 feet in length, attended by Justice, and visited by Hope.

On entering the south wing, several columns are seen, where carvings of Indian-corn stalks are substituted for flutings and filletings; while the capitals are made of the ears of corn half stripped, and disposed so as in some degree to resemble the Corinthian or Composite order.

The *Representatives' Chamber* is a fine semicircular apartment, with columns of a dark bluish siliceous pudding stone, hard and highly polished. It is lighted from above. The gallery is open during the debates, as well as the *Senate Chamber*, which is a much smaller apartment.

The Library of Congress is in another part of the building; and the Great Hall contains the four national pictures, painted for the government by Col. Trumbull: the Declaration of Independence, the Surrenders at Saratoga and Yorktown, and Washington resigning his Commission; each 12 feet by 18. Here are also four relievos in marble, representing scenes connected with the history of different parts of the U. States: Pocahontas rescuing Capt. Smith from death, in 1606, [by Capellano,] the Landing of the New-England Pilgrims at Plymouth, in 1620, [by Causici,] Wm. Penn's Treaty with the Indians, near Philadelphia, in 1682, [by Gevelot,] and a battle between Boon and two Indians, in 1773, [by Causici.]

There can hardly be found in the world a room better constructed for the exhibition of pictures than this noble, grand Rotunda, the material of which is white marble, and the light admitted from the summit of the dome, which is 96 feet in height.

The population of Washington City is estimated at 19,319. There were erected 148 dwellings in 1829. The total number of dwellings is 3050.

A fine view is enjoyed from the top of the Capitol. You look along the Pennsylvania Avenue westward to the President's House, with Georgetown and the Potomac beyond; the General Post Office, &c. on the right; the Navy Yard towards the south-east; Greenleaf's Point nearly south; and south-west the bridge over the Potomac, with the road to Alexandria and Mount Vernon. The canal begins south of the President's House, and terminates at the East Branch.

The *President's House* is a large building of white marble, with Grecian fronts, about a mile west of the Capitol, and near the public offices. It is surrounded by a wall, but without any other defence. The entrance hall leads into the drawing-room, where the company are received at the levees. Two other apartments are thrown open on those occasions:

all handsomely furnished, and freely accessible, even to strangers.

The *Patent Office* is in the same building with the General Post Office, and well worthy of a visit, on account of the numerous curious models which it contains, relating to all branches of the arts. 447 patents were taken out in 1829.

The Treasury, Navy, War, and Land Offices, are all in the vicinity of the President's House; as are the residences of the Foreign Ministers. The members of Congress, as well as the numerous strangers who resort hither during the sessions, find lodgings in the hotels and boarding-houses in different parts of the city, or in Georgetown.

The Chesapeake and Ohio Canal was commenced in 1828, and is proceeding along the Potomac River, where it will pass among some very fine scenery, as well as through some rich tracts of country.

Steamboats. By steamboats there is a constant and convenient communication between Washington, Alexandria, Mount Vernon, Norfolk (for \$8), and Richmond (for \$12).

GEORGETOWN

is a considerable place, which, by its proximity to Washington, seems almost a part of that city. The country around it is variegated, and the situation of the *Catholic College*, a little way west, is picturesque. Still further in the same direction, there is a very pleasant ride along the bank of the Potomac, where Mason's Island is at first seen, near the mouth of the river, and afterward the Nunnery upon the elevated banks. On the north side of the road is a Cannon Foundry. It is proposed to form here a basin for the canal, which it is intended to extend to Alexandria.

ALEXANDRIA.

This is a large city and port, six miles from Washington, and contains some fine buildings, both public and private. The road which leads to it is good, in the pleasant season, although the country is little inhabited, and the soil is impoverished by the cultivation of tobacco. This city is included within the boundary of the District of Columbia, and is at so short a distance from Washington as to be a favourite resort, during the sessions of Congress. The river is here a mile wide, with a channel 1000 yards in breadth, where the water is 30 feet deep. It is intended to have a basin at the northern part of this town, at the end of the Chesapeake and Ohio Canal.

MOUNT VERNON,

the estate of the Washington family, is nine miles south from Alexandria, and is remarkable as containing the residence and the tomb of Gen. Washington. The road is somewhat intricate, and has but few inhabitants, so that the stranger, unless he goes in a steamboat, will need to make careful inquiries. The entrance of the grounds is distinguished by a large gate, with the lodge and dwelling of the porter. A winding path conducts to the mansion, which is seen but two or three times from a distance. The rear of the house is first seen, as it stands on an eminence, looking down upon the Potomac. The buildings which project from each end, are the offices and habitations of the negroes. The house was lately the residence of Bushrod Washington, a judge of the supreme court of the U. States, and nephew of Gen. Washington.

The key of the Bastile of Paris is hung up in the hall; and a miniature portrait of Washington, from an earthen pitcher, is preserved, which is considered by the family the best likeness of him ever made. A

beautiful lawn, partly shaded by trees, extends from the front of the mansion to the verge of the precipice, which overhangs the Potomac, and affords a delightful view upon the river, and a tract of hilly country above and below.

This is the place to which Washington retired after he had accomplished the independence of his country, and again when he had presided at the consolidation of the government; voluntarily resigning the stations he had consented to accept, and the power he had exercised only for the good of his country. To an American, this place is interesting, in a degree which no language can either heighten or describe. Whoever appreciates the value of private and social virtue, will rejoice to find it associated with the traits of a personage so distinguished and influential; the consistent politician will rejoice to reflect that his principles of natural freedom were not restricted to any portion of the world, or any part of the human race; while any one, who can duly estimate the extent of the blessings he has conferred on his country, and the influence of his actions on the happiness of the world, will wish that his history may ever be cherished, as a model of sincere and disinterested patriotism.

Washington's Tomb will be found under the shade of a little grove of cedars a short distance, southward, from the house, and near the brow of the precipitous shore. It is small, unadorned, and neglected. The great man, who had rendered to his country the most important military and civil services she ever received, left his mortal remains to be deposited in this humble cemetery; and that country has never yet expressed its gratitude by erecting a monument to his memory, though to her he devoted his life, and to her he has bequeathed a character, on which no attempt has ever yet been made to discover a shadow or to fix a stain. It has been recently proposed to remove these venerated remains to the Capitol at Washington.

[THE VIRGINIA SPRINGS.]

These springs are the resort of numerous travellers every year, and present the combined attractions of healthfulness, fine scenery, company, &c.

From Lynchburgh, in Virginia, the first day's ride brings the traveller in sight of the noble Peaks of Otter;—the next day brings him to the Natural Bridge, and the canal through the Blue Ridge—in a few days he can visit the Sweet Springs, the White Sulphur, Salt Sulphur (for consumptive patients), the Hot Springs, and the Warm Springs (the latter celebrated for its bath, and the prospect which the Warm Spring Rock displays). On his way to Staunton, he passes the Blowing cave—on the first day from Staunton, he reaches Weyer's cave, one of the most astonishing works of subterranean Nature in the world—going up the Valley, he will visit at Harper's Ferry the celebrated junction of the Shenandoah and Potomac. The country, through which some of this road conducts him, is not only remarkable for the beauty of the picturesque, but the fertility of its soil. The grass lands are uncommonly beautiful.]

BALTIMORE.

Barnum's City Hotel, an elegant building near the Washington Monument, was completed in 1827. It is one of the largest and most commodious public houses in the country. It extends about 100 feet on Market-street, and 223 feet on Hanover-street. On the former opens the entrance to the private apartments, for families, &c.

The Indian Queen Hotel—and others.

Baltimore is the third city, for size, in the United States, and carries on an extensive commerce. Various projects have been made for improving the communi-

cation with the interior, which is now limited. The course of the Susquehannah has been surveyed, with the intention of making it more useful in the transportation of merchandise. The current is now so swift and broken in many places, as to render the passage often difficult and hazardous ; and it is hoped that great improvements may hereafter be effected by locks and canals. If this were once performed, and a railroad made from the river to Baltimore, the city would doubtless derive great advantage from the internal trade.

The harbour of Baltimore, in the Patapsco River, has a narrow entrance, and is well protected by high ground. On the side opposite the city is an abrupt elevation of considerable size, where is a fort, and whence a commanding view is enjoyed. Baltimore is the greatest flour-market in the U. States.

Fell's Point is a part of the city, about a mile below, where most of the stores and shipping are found. Many of the streets of Baltimore are broad, cross at right angles, and are ornamented with fine buildings both public and private.

The Exchange is a very spacious brick building, erected within a few years. *The Commercial Reading Rooms* are the resort of merchants. *The Athenæum* is a spacious structure.

The Washington Monument. This is a large column of marble, placed in a commanding position, in Howard's Park, at the head of Charles-street, rising to the height of 163 feet. It is 14 feet in diameter at the top and 20 below, with a base 23 feet in height, and 50 square. It is one of the finest monuments in the United States, and the only one worthy the memory of the great man to whom it is erected. The statue of Washington was raised and placed upon the top in November 1829. It is 15 feet high ; so that the height of the top of the statue from the ground is 176 feet ; and from the tide level 276. The situation is very advantageous : being at the intersection of four

streets, and so elevated as to be conspicuous from every direction. The area around it, for a circumference of 350 feet, is to be railed in with iron, and planted with shrubbery. The states are to be represented by devices around the base; and inscriptions are to be added to record the deeds of the Father of our country.

The *Battle Monument* was recently erected in memory of those who fell in the defence of the city in September, 1814.

At the corner of Front and Pitt streets is a shot tower, 234 feet in height, which is a conspicuous object from a distance.

The *Public Fountain* is a fine spring of water in the western part of the city, surrounded by a public square, laid out in walks and shaded with trees. It is ornamented with a neat little building of hewn stone, and furnished with handsome steps. To preserve order at this place in warm weather, when it is usually much resorted to, it is the custom to take the right in descending and retiring.

The environs of Baltimore afford some pleasant rides; and the communication with different places is easy, by various modes of conveyance. The most agreeable way of travelling to Philadelphia is by the teamboat lines, which go and arrive daily, with but a short distance of land carriage. Steamboats also go to Norfolk, in Virginia, but the passage is uninteresting; and those who wish to see Washington (38 miles distant) will go by land.

The *Mount Hope Institution* is a school for youth, beautifully situated in the environs. *St. Mary's College* is a Catholic institution.

Battle of Baltimore.—This battle took place at Long Point in September, 1814. Nearly 40 sail of British vessels, comprising several ships of the line, arrived at the mouth of the Patapsco, and on the 12th landed between 7000 and 8000 men on Long Point, at a distance of 14 miles from the city. Sixteen bomb

vessels in the mean time went up the river, and anchored about $2\frac{1}{2}$ miles from Fort M'Henry. Gen. Smith had sent Gen. Stricker with a part of his brigade, on the road to North Point; and Maj. Randal, with some Baltimore and Pennsylvania volunteers, went to Bear Creek, to co-operate with him. Gen. Stricker took position at the two roads leading to North Point, his right on Bear Creek and his left on a marsh. An advance met the enemy, and after a skirmish returned, when they advanced and joined in a general battle. After an hour and twenty minutes, the 51st regt. gave way, and Gen. Stricker retired to his reserve, whither the enemy did not follow, and then to the left of Gen. Smith, and took post half a mile in advance of his intrenchments. He lost about 150 killed and wounded, in this action, in which the citizens of Baltimore distinguished themselves. The British loss was computed at 600 or 700; and among them their commander, Gen. Ross.

The bomb vessels which attacked Fort M'Henry were unsuccessful, being met with a manly resistance; and the troops re-embarked and relinquished the enterprise.

Fort Erie is dismantled and partly blown up, in the state in which it was left by our troops in 1814.

THE BALTIMORE AND OHIO RAILROAD.

One of the principal objects that will attract the attention of the traveller who spends a little time in Baltimore, is the great railroad, commenced under such flattering prospects, to connect the city with the Ohio river. Cars with sails sometimes go at the rate of 25 miles an hour, and can move within four points of the wind. About twelve miles of it were completed in 1829; and various cars are in operation upon it, some moved by steam, and some by wind. The route from Baltimore to the Potomac, 60 miles, will have but a single summit, requiring stationary power; and

even the route up the Potomac valley, to the coal mines in Alleghany county, without another—in all, a distance of 180 miles—a thing unprecedented in Europe. The work will be executed to Ellicott's mills early in 1830. The stranger will find a passage of a few miles very novel and interesting.

The *Carrollton Viaduct*, which crosses Gwynn's Falls, about a mile from the city, is a fine specimen of mason work, and is said to be unequalled in the United States, for strength, size, and beauty. It is 312 feet long, 63 feet 9 inches high, and 26 feet 6 inches wide on the travelled part. The great granite arch of 80 feet span, springs from abutments 20 feet in thickness, and 14 feet above the water. The key of the arch is 47 feet above the water. The arch stones are all of dressed granite; the number of layers of stone is 87, many of the stones weighing two tons; and the parapets are coped with large slabs of granite.

The *Jackson Bridge* is a single arch, 109 feet long, of entirely novel structure, the invention of Col. Long, of the Company's board of engineers.

The *Deep Cut* through a high and broad ridge of land, is about three-fourths of a mile in length, its greatest depth 70 feet, and its width, at the summit of the ridge, 184 feet. Quantities of carbonized wood were found 60 feet below the natural surface, and the stump of a tree with its roots at 40 feet. The entire excavation is 263,848 cubic yards.

The *Great Embankment at Gadsby's Run* five miles from Baltimore, is nearly a mile in length, its greatest elevation 56 feet, and its greatest width 191 feet. At the top the usual width of 26 feet is preserved for a double set of rails.

Gadsby's Run Viaduct affords a passage to the waters of the run through the embankment. The arch, composed of dressed granite blocks, is of the extraordinary width of 120 feet from opening to opening.

The *Patterson Viaduct* is an immense structure of

granite, by which the road is carried to the opposite bank of the Patapsco. It is built of granite blocks, from one to seven tons in weight, and its entire length is 375 feet. It has four beautiful arches, the two centre ones each a span of 55 feet, with extensive wings and water-walls, abutments, &c. The height from the water to the crown of the arches is 30 feet. The corner stone of this structure was laid on the 6th of May last, and on the 4th of December it was crossed on horseback by Wm. Patterson, Esq. for whom the honour had been reserved, and whose name it bears. It embraces nearly 10,000 perches of masonry.

Besides these are the embankment at Stillhouse Run, two granite viaducts, the rock side cutting at Buzzard's Rock, &c. &c.

This is truly a great work; worthy of the age, and highly creditable to the enterprise and public spirit of the company; and from which the citizens of Baltimore may very reasonably expect extensive and durable advantages.

In passing from the valley of Gwynn's falls to the Patapsco, the excavations and embankments have unavoidably been very great; the deepest cut is 79 feet, and the highest embankment is 57 feet: the quantity of excavation between the city of Baltimore and the valley of the Patapsco, in a distance of seven miles, is 655,568 cubic yards. The embankments along the same distance are 628,629 cubic yards, making together 1,284,187 cubic yards. The masonry on the section within the city, and on the first and second divisions of the road, is upwards of 56,000 perches of stone work, and is executed in a very superior style of workmanship.

Along the valley of the Patapsco it has, in many places, been found necessary to conduct the road through extensive beds of hard granite or limestone, and at the *Buzzard Rock* the road has been carried through a solid mass of rock rising 58 feet above its surface.

There were four routes originally proposed from Baltimore to the valley of the Potomac. The aggregate height of the adopted one is only 385 feet—much smaller than the others. The road to the valley of the Potomac, it is expected, will be completed by the end of 1830. It will meet it at the *Point of Rocks*. A portion of 50 miles may after that period be completed every year. The increase of business in Baltimore will therefore be rapid, and a large addition will be made every year to the attractions of travellers in that direction.

The latest improvements have been obtained from England, in relation to the mode, materials, &c., for constructing railroads, by Mr. Jonathan Knight, Civil Engineer, and Captain Wm. Gibbs M'Neill of the U. S. Topographical Engineers, with Lieut. George W. Whistler of the United States' army, who were sent thither in November, 1828, and minutely examined every railroad of note or consequence in the United Kingdom.

In the first part, the inclination of the road will be at the rate of 15,086 feet per mile, or 9.8 minutes of a degree, ascending from Baltimore towards Cumberland. Between Cumberland and the Ohio river, the probable transportation to that stream is estimated at one-half that of the transportation from it eastward; and the general inclination of the road at 8 feet and 12 hundredths per mile, or 5.29 minutes of a degree, ascending towards the Ohio.

A Railroad from Baltimore to York Haven, on the Susquehannah, has been commenced by the Legislature of Maryland. The distance is 60 miles; and the estimate for the railway is \$7,500 per mile. The additional expenses for making the bed, the sinuosities, &c. would be considerable: but it is believed that \$300,000 would be sufficient for the whole work.

The greatest elevation between Baltimore and Conewago is 35 miles from the former; and being between 900 and 1000 feet above tide water, gives an

average rise of about 27 feet to a mile ; and the descent thence to Conewago corresponds. It has been proposed to place 12 locomotive steam engines along this route 5 miles apart.

The Susquehannah, above York Haven, has a fall of about 10 feet in a mile, and the banks are very favourable to a railway. The Philadelphia and Susquehannah Railroad will soon be connected with this. A railway to the Susquehannah which could transport to Baltimore for three cents a ton per mile, it is said, would take all the business of the river.

It was supposed that nearly $5\frac{1}{2}$ millions worth of property went down this river in 1826, in spite of the difficulties and dangers of the navigation. It is not to be wondered at that the inhabitants of Philadelphia and Baltimore should feel great solicitude to secure the trade. The sloop canal connecting this river with the Delaware is intended for the benefit of the former, as is the Union canal at Middletown, leading from the mouth of the Pennsylvania canal to the Schuylkill river. The Susquehannah has been greatly improved by various works in different parts of its course, (which are nearly completed,) and will permit the passage of boats of fifty or sixty tons to Columbia. The state of Delaware has rendered the navigation below Columbia comparatively convenient, so that wheat has been for six or seven years, on an average, within $12\frac{1}{2}$ or 15 cents a bushel of the price in Baltimore. Formerly it was 50 cents. In 1827, \$100,000 was supposed sufficient to make a safe navigation from the Swatara to Port Deposit. In 1828, however, the Legislature of Pennsylvania forbade further improvements in that state. In 1827, 200,000 bushels of wheat went to Baltimore by this route.

The bridge over the Gunpowder Creek, on the road, is remarkable as a fine structure, as the steep and elevated banks of that dark stream are for their wild and romantic appearance. The span of the arch is 125 feet.

Wilmington, Del. The *Water Works* are supplied

from the Brandywine, by a steam engine and double forcing pump, on the principle of that at Fairmount, Philadelphia. The water-wheel is an overshot, 14 feet 6 inches in diameter; and the water that turns it is pumped up. The ascent from the river to the upper basin is 99 feet; and both the basins together, hold a million of gallons.

On the Brandywine river, within four miles, there are no less than 42 water-wheels employed in the manufacture of gunpowder, cotton and woollen goods, flour, paper, in saw-mills, and in the preparation of barley, and other matters, and with ample room and water power, it is said, remaining, for at least fifty more. The Messrs. Duponts employ eighteen wheels, and manufacture 3000 pounds of gunpowder daily.

The *Brandywine Chalybeate Spring* (Stanley's Hotel) is five miles west of the village, on elevated ground, and offers some attractions.

The old Swedish church, built in 1698, by the early inhabitants of this place, is still to be seen, surrounded by large sycamores. It stands near the Christiana Creek, nearly opposite the site of the first place of worship erected here by the Swedes. That spot is now marked only by a few tomb-stones. This town was settled by the companions of William Useling, in 1631.

OHIO.

Although so far removed from the territory heretofore regarded as within the limits of the Northern Traveller, this new and flourishing state has recently taken so high a rank in importance, enterprise, and numbers, that it will be visited by travellers of intelligence, disposed to witness the aspect of a country which has been the theatre of a most rapid improvement, and has already risen to the rank of the fourth state in the Union, in point of population. To such, a few brief remarks will not be entirely superfluous.

The following may be recommended as a general tour.

First proceed to Wheeling; down the Ohio river to Cincinnati; across the country to Sandusky Bay by the western route in good stage coaches; thence by steamboat to Detroit, and, if desired, onward to the western lakes. Returning, by steam, land at Cleveland, and make an excursion on the canal (which, although about 350 miles long, is not very interesting). Then take steamboat to Buffalo, whence the traveller may take what route he prefers.

The mail, in summer, goes from New-York to Ohio by Philadelphia, in ten days, and by Buffalo and Lake Erie in five and a half.

Only a few of the principal places on the tour will be noticed. In 1828, a steamboat of 110 tons went up the river to Oil Creek, within a few miles of Warren.

Pittsburgh.—The Pennsylvania canal, when completed, will connect this town with Philadelphia, by a navigable communication. The works connecting the present canal with the river, the aqueduct across the river, &c., will be worthy of particular attention. This is more like a manufacturing town in England, than any other in the United States. It would surpass our limits to enumerate all the manufactories here. We can only remark that the greatest iron works in the western country are the Juniata Works in Pittsburgh. They give employment to 55 persons, and make 26,000 weight of nails in a day, consuming 425 bushels of coal.

In 1829, there were consumed in the different Foundries, Rolling Mills, and Steam Engine Factories, in and about Pittsburgh, *six thousand tons of blooms*, and *five thousand tons of pig metal*. These articles are brought principally down the Monongahela and Alleghany rivers.

There are nine Foundries, which use about 3,500 tons of pig metal, and employ about 225 hands.

The Rolling Mills are eight in number, and are now

chiefly employed in rolling Juniata blooms, of which they use about 6000 tons. They also consume about 1,500 tons of pig metal, and employ about 320 hands.

There are nine Nail Factories, which manufacture daily about 18 tons of nails, and employ about 150 hands.

There are also seven Steam Engine Factories, in which are employed about 210 hands. As yet but three steam engines have been sent east of the mountains, four or five to the northern lakes, and one to Mexico. Within two or three years past, the casting of sugar kettles, sugar mills, and small steam engines to drive them, for the planters of Louisiana, has become a very important branch of manufacturing business, and is increasing.

In addition to the metal and blooms above mentioned, a large quantity of bar iron is brought to Pittsburgh from Juniata.

The water was brought across the aqueduct in Nov. 1829; and the preparations were almost completed to connect the canal with the river and steamboat navigation.

There is a turnpike to Erie, distance 125 miles, with a daily line of stage coaches.

Zanesville will probably become great as a manufacturing town; being situated in a region well supplied with iron and coal mines, and streams of water.

The appearance of the country along the Ohio at Wheeling is remarkably beautiful; and the country has thence derived the name of Belmont. The land is undulating, and rises gradually for a distance back, affording many fine retrospects to a traveller in that direction, over a well cultivated region. Considerable quantities of tobacco are now raised here, which will be increased when the means of transportation are improved by the railroad. It is said that four dollars per cwt. will pay the cultivator.

The falls of the Ohio were expected to be passable by the canal making on the Kentucky side. in 1830.

The works are extensive and interesting; and the facilities they must afford, highly important.

Ohio Canal.—According to the report of the Commissioners of this canal, made in January 1830, the northern division of the Ohio canal, extending from Lake Erie to the Licking summit, 190 miles, was nearly completed, and the whole line from Cleveland to Newark, 180 miles, was expected to be opened for navigation early in the spring. The sum paid for constructing that part of the canal up to the first of Dec. last, was \$1,916,324. The estimated sum required to complete it was 21,201 dolls., exclusive of the navigable feeders. Cost of the Tuscarawas and Walhonding navigable feeders was 48,721 dollars.—Making the whole cost of that division of the canal, including feeders and reservoirs, 1,986,271 dollars. Estimated cost of the Muskingum Side Cut, or Branch Cut, 35,400 dollars.

The whole line of canal between the Licking summit and the Ohio river, 119 miles, and the Columbus feeder, 11 miles, was under contract to be completed, at different periods, before the first of June, 1831. On a part of it considerable work had been done. The amount of work done on that division was 415,769 dollars. The total cost of that division was estimated at 1,501,213 dollars. Aggregate amount of money paid for constructing the Ohio canal, up to Dec. 1, 1829, 2,336,367 dollars—and the estimated sum required to complete it was 1,248,000 dollars—making the total cost of the Ohio canal, 3,584,367 dollars, exclusive of the expenses of engineering and superintending the construction.

[The Legislature of Kentucky have incorporated a company for the purpose of constructing a railroad from Lexington to some point (not designated) on the Ohio; the amount of stock, 1,000,000, with the privilege of increasing it, at the pleasure of the stockholders, to 2,000,000. The price of transportation is to be regulated by the Legislature. The work is to be com-

inenced within three, and completed within ten years thereafter.]

[There are now enumerated three hundred and twenty-three steamboats upon the Mississippi and Ohio rivers, whose aggregate burden is estimated at 56,000 tons—the largest boat measuring 500, and the most common size being 250 tons. A boat now reaches Cincinnati, ordinarily, in from ten to twelve days from the mouth of the Mississippi, while eight or nine days suffice to run from Louisville to Pittsburgh and back.]

In 1827 the Portage summit was opened to navigation as far as Cleveland. This summit is the highest point on the canal, being nearly 400 feet above it. The elevation is surmounted by 42 locks. It is 38 miles from the lake.

The whole *Miami canal* was opened early in the year 1828, with flattering prospects of success and public advantage. It extends 67 miles from Cincinnati to near Dayton.

Cincinnati.—This place is remarkable for the rapidity of its growth. In 1800 it contained a little above 2000; in 1810, 4000; in 1826 above 16,000; and in 1829 above 25,000. There are 16 places of public worship; a Commercial Hospital, Lunatic Asylum, Medical College, and the Western Museum. There are nine printing offices, which publish nine newspapers. Here is published the "Western Quarterly Review." Heretofore the business has been done principally with New-Orleans: but the length and difficulties of the voyage, and the exposure to disease operate as great objections to it.

Statistics of Ohio for 1829.—Acres of land, 15,878,171, valued at \$41,193,000, including buildings. Value of town lots, including buildings, \$8,230,985. Horses, 178,319, valued at \$7,012,760. Cattle, 719,596, valued at \$5,756,768. Merchants' capital, valued at \$3,940,156. State tax, \$193,609. County tax, \$173,993. Road tax, \$71,950. Township tax, \$52,096. School tax, \$47,892.

THE CITY OF PHILADELPHIA.

Hotels.—United States Hotel, in Chesnut-street, opposite the United States Bank. National Hotel, opposite the post office. Mansion House, in South 3d street, between Walnut and Spruce. Judd's, 2d, between Market and Chesnut.

Boarding Houses.—Mrs. Frazier's, in Spruce-street; Mrs. Swords, Walnut; Mrs. Allen, 6th, near the State House.

Philadelphia is the second city, for size, in the United States; and is remarkable for the regularity of its streets, which, almost without exception, run at right angles, and are of an equal and convenient breadth. Some of the public buildings are worthy of particular notice, as among the finest and most correct specimens of architecture in the country.

It will be convenient to the stranger to recollect that the streets running north and south are named *First, Second, Third, &c.*, beginning on both sides of the city, on the banks of the Delaware and Schuylkill, until they meet at the square near the centre. The streets which run east and west, are generally named after trees; the lanes and alleys, after shrubs, &c.

The Market.—This consists of a succession of buildings in the middle of Market-street, extending from the fish market on the river's bank to Eighth-street, affording room for a convenient display of the numerous articles daily brought in for the supply of the city.

Post Office. Chesnut-street, between Third and Fourth.

The Bank of the United States, in Chesnut-street, between Fourth and Fifth. This is the finest specimen of pure Grecian taste in the United States. It is built of white marble in the form of a temple, with two fronts, each ornamented with eight fine Doric columns,

of the ancient proportions without bases. Besides the banking room, which is large, occupying the centre, and lighted through a glass dome, there are many other apartments, particularly those devoted to the printing of the notes, and that below, which contains the furnace for warming it with Lehigh coal in the winter.

Gerard's Bank, in Third, facing Dock-street. This building is also of marble, and presents a beautiful row of six Corinthian columns.

The *Bank of Pennsylvania*, opposite, has two fronts, on Second and Dock-streets, each with six Ionic columns. This is another chaste and beautiful building of white marble.

The *State House*, in Chesnut-street, between Fifth and Sixth-streets, is a large brick building, with court rooms, &c. at either end. In the front room, east of the main entrance, the old Continental Congress held their sessions; and there the *Declaration of Independence* was signed, July 4th, 1776.

The *Athenæum* is adjoining, open all day to strangers.

The *Philosophical Society's Library and Cabinet*.

Independence Square is a fine shaded piece of ground, behind the State House. Opposite in Walnut-street, is the *State Prison*, built of dark stone, and connected with a yard enclosed by high walls.

City Library, Fifth street, open to the public from 2, P. M. See Franklin's apparatus, and Cromwell's clock.

The *University* contains a medical department, and the Wistar Museum, with a library, garden, &c. This Institution is considered the most richly endowed among all those in United States. It has recently undergone a new organization. A new medical building has been added, and the professors are numerous as well as respectable. The annual income is \$15,000.

Here is a High School, subservient to the Franklin Institute. The general system of public instruction

is extensive and of marked benefit. Infant Schools are numerous, and the system has been ingrafted on some of the numerous Sunday Schools.

The *Arcade*, in Chesnut-street, is a fine building of stone, with two arched passages leading to Lafayette-street. It is occupied for shops, and has galleries in the upper story. The Philadelphia Museum of Mr. Peale is in the northern part. It contains a large collection of curiosities of various descriptions. The birds are very numerous, but not well preserved. The huge skeleton of a mammoth will attract particular attention, being represented entire; for the parts which were deficient on one side, have been supplied by imitations of those on the other.

Mr. Sully's *Exhibition of Paintings* is opposite the State House, and contains fine pictures.

Washington Square is on the other side of Sixth-street, with a handsome church on the southern side, with a range of wooden columns.

The *Pennsylvania Hospital* is a large and admirable institution, in the next street, where great numbers of sick are attended. Twenty-five cents will secure admission to the building and gardens, and also to the top.

West's Celebrated Picture of Christ Healing the Sick, is exhibited in a neat little building on the opposite side of the street. It represents the Saviour surrounded by a crowd of persons in the temple, among whom are observed many afflicted with various diseases, pressing forward to be healed. In front is a paralytic woman borne by two men, whose healthy countenances form a striking contrast with her cadaverous aspect; and the painter has given a reddish tint to her feet, which seem already to have felt the miraculous influence. A blind man appears behind, led by his sons; and on the left-hand is an infant supported by its mother, with a poor blind girl and other figures. Near the centre is a lunatic boy, rather too shocking a subject for such a picture; and a number of Jewish Rab-

his are collected, with countenances expressive of violent passions.

The apartment is admirably calculated for the display of the picture, which is universally considered one of the finest and most interesting in the United States.

The *Theatre*, in Chesnut-street, between Sixth and Seventh-streets, has a marble front, with the entrance under a portico, ornamented with statues of Comedy and Tragedy.

The *Masonic Hall* is a little beyond, and somewhat in the Gothic style, with a small court yard in front.

The *Academy of Arts*, Chesnut-street, between Tenth and Eleventh, contains a collection of statues, (among these are Canova's Three Graces,) busts, &c. in marble and plaster, ranged in an apartment lighted from the top; and beyond a gallery of pictures with many specimens of the works of American artists, particularly of Alston, among which is conspicuous that of the dead body restored to life by the bones of the prophet Elisha.

The *Jefferson Medical College* is in Tenth-street, between Chesnut and Walnut.

In Arch-street is a *Theatre*.

The *Orphans'* and the *Widows' Asylums'* are in the western part of the city.

Academy of Natural Sciences. Penn's house, *Letitia court.* *United States' Mint,* &c. &c.*

Swaim's Bath is in Seventh-street.

The report of the Director of the Mint, in 1837, states that the coinage effected within that year amounted to \$3,024,342 1/2, consisting of 9,097,845 pieces of coin, viz.

Of Gold,	27,712 pieces: making	\$121,565 00
Silver,	6,712,490 do.	2,809,206 00
Copper,	2,357,732 do.	23,577 22
<hr/>		<hr/>
9,097,845		\$3,024,342 22

The coinage effected at the Mint during 1840, amounts to \$2,206,875, comprising \$295,717 in gold coins, \$1,524,573 in silver, and \$16,589 in copper. The number of pieces of all kinds is stated to be 87,674,501.

Of the gold bullion deposited at the Mint within the last year, the

At m

There are two *Medical Institutions* in this city, where lectures are delivered to great numbers of students.

The *Deaf and Dumb Asylum* is a valuable institution; as is the *Friends' Alms House* in Walnut-street, between Third and Fourth, where poor families are placed in separate houses, among small gardens, and furnished with employment.

Mr. Bedell's (episcopal) church in Eighth-street, and Mr. Montgomery's, in Tenth, are considered the finest in the city. The latter is in a kind of Gothic style. Near the Schuylkill is a manufactory of Porcelain.

The banks of the Schuylkill* are well formed for the display of the large public edifices which will be perceived ranged along their eminences for two or three miles, to the honour of Philadelphia and the ornament of its environs.

A canal was projected some years ago between the two rivers, and was begun, near Fairmount. The project has recently been started again; and it has been proposed to make a canal 40 feet wide, 5 feet deep, and a mile and a half in length. The expense is estimated at 198,000 dollars.

Mr. Pratt's Garden is about 3 miles north-west from the centre of the city, and worthy of a visit. It is a private garden, but tickets of admission may be easily obtained through respectable inhabitants. The situation is agreeable and commanding, on a little cape or

proportion received from Mexico, South America, and the West Indies, may be stated at 76,000 dollars; that of North Carolina at 21,000 dollars; and that from Africa 15,000 dollars; leaving about 20,000 derived from sources not ascertained. The whole amount received from North Carolina, to the present period, is nearly 110,000. This gold has generally been found to exceed in fineness the standard of our gold coins.

The whole coinage executed since the establishment of the Mint amounts to 30,465,444 dollars, 14½ cents, consisting of 103,081,178 pieces of coin, viz.

Of Gold,	1,538,161 pieces: making	\$8,255,667 50
Silver,	47,389,086 do.	21,695,899 90
Copper,	54,154,931 do.	513,876 74½
	<hr/> 103,081,178	<hr/> 30,465,444 14½

* The length of the permanent bridge from abutment to abutment is 54 feet six inches—that of the upper ferry 353 feet 4 inches

promontory on the Schuylkill; and from the gravelled walks the visiter enjoys a view down the river, of the basin, the dam, the water works, below which are the State Prison, House of Refuge, Hospital, the two bridges, and on the opposite side a handsome seat called "Woodlands." These grounds were purchased in 1828, for the site of a *Poor House*, on the plan extensively adopted in New-England.

The Schuylkill Water Works. Pipes more than 32½ miles; expense of raising, \$4½ per day. There is a large stone building of chaste architecture, containing 5 large water wheels, which are capable of raising 7 millions of gallons in 24 hours. They are turned by a current from the dam above. The reservoirs are on the hill above, which is higher than any part of the city, which it supplies. They contain together 11 millions of gallons. The steam engine is no longer used. The keeper demands nothing for showing the works.

The House of Refuge was established in 1828.

Penitentiary. This is a large and singular construction, and built on a plan different from that which is at present most in vogue in this country. The prisoners are to be all kept in solitary confinement.

The front of the prison is large and imposing, like the gate of a fortress. The wall is 40 feet high, built of granite, and encloses a square 650 feet on each side. The rooms of the guard, keepers, and servants, as well as the cooking and washing rooms, are in the front building; while the cells are formed in seven long stone galleries, radiating from an octagon in the centre. The entrances to the cells are through little yards from the outside, and each has a wicket door in the gallery. A sentinel in the octagon, by turning on his heel, can look through all the galleries; and the arched roofs reverberate every sound, so that he can hear a very slight noise.

This prison is built on a principle believed by many to be erroneous. Solitary confinement is a very unequal kind of punishment to different individuals, and

very expensive to the public. This is an extensive experiment on an old and exploded system.

The *Naval Hospital* is situated about 2 miles southwest from the centre of the city. The expense is defrayed by funds contributed by the officers and seamen of the U. S. Navy, out of their pay. The building is on an eminence, commands an extensive view, and makes a fine appearance from a distance. The front is 386 feet in length, 3 stories high, and will be large enough to lodge 300 or 400 persons. The first story is of granite, and the 2d and 3d of marble, both which kinds of stone are found in abundance in the vicinity of Philadelphia. Several edifices are to be erected at other naval stations for the same objects, and supported by the same fund.

The *Arsenal* is situated just below the Hospital.

The *Navy Yard* (on the banks of the Delaware). Here, as in most of the principal navy yards in the U. States, ships of war are built under the shelter of immense buildings, which protect the workmen and the timber from exposure to the weather. Of the two buildings here, the larger one contains the line-of-battle ship *Pennsylvania*, said to be intended for the largest in the world. She is to carry 140 or 150 guns, and is building under the direction of Mr. Humphreys. The smaller house is for frigates. The "*Franklin*" and "*North Carolina*," ships of the line, and the frigates *U. States* and *Guerriere* were built at this place. In 1829 the frigate *Rariton* and sloop of war *Vandalia* were on the stocks.

The north side of the navy yard is devoted to brick buildings for the residence of officers, ship timber, &c. while at the south end are the workshops. The *Marine Barracks* are on the western side; and the area of the yard, which is walled with brick, is about 12 acres.

The interests of the city, as well as the coasting trade, will be benefited by the construction of the great

Breakwater at the mouth of Delaware Bay, for which Congress appropriated 250,000 dollars. It is an expensive work ; but by affording a protection to vessels on the coast in dangerous weather, will speedily effect a saving equal to the expense.

The extensive meadows south of Philadelphia present a beautiful scene of fertility and cultivation. A ride in that direction at morning or evening is recommended.

THE CHESAPEAKE AND DELAWARE CANAL.

The steamboat *Newcastle* plies between Philadelphia and the head of the Canal at Delaware city, five miles below Newcastle. A large hotel is erecting there. There are steamboats plying between Philadelphia and several other places. On the Chesapeake the *George Washington* runs between the canal and Baltimore. There is a line of packets.

This is the most gigantic work of the kind ever effected in the United States, in regard to the dimensions of its parts, and the size of the vessels to which it is intended to give a passage. The object of its construction was to divert a large portion of the trade of the Susquehannah river into Delaware Bay, chiefly for the benefit of Philadelphia. It was partially opened to navigation in April, 1828 ; and the Citizens' Line of packet boats having been established upon it, many travellers will be anxious to avail themselves of an early opportunity to inspect a construction on every account so well worthy of attention. These boats are 90 feet in length, and very elegant and commodious. Two of the finest barges are the *Baltimore* and the *Philadelphia*.

It is intended for sloops of the largest class, and schooners : the locks being 100 by 22 feet, and the canal 60 feet wide at the water line. It was originally

intended to secure a depth of only 8 feet : but it has since been increased to 10 feet. The steamboats Carroll and William Penn are very fine and splendid. The latter is 408 tons, 150 feet long, and draws only $4\frac{1}{2}$ feet of water ; of the most approved model for speed, with two engines of nearly eighty horse power, constructed upon the most improved and safe principles. Her cabins are so arranged as to form at pleasure one entire apartment the whole length of the vessel, all of which is highly finished, and decorated with simplicity, but great taste ; between two and three hundred might dine with great comfort in this apartment ; seven or eight hundred perhaps might be accommodated on her main deck.

The principal objects upon the line which will interest a stranger are, the harbour on the Delaware, the adjoining embankment on St. George's Marsh, the Deep Cut, and the Summit Bridge. Three towns have been laid out on the route : Delaware, Chesapeake, and Bohemia.

The *Harbour on the Delaware* is at Delaware City. It is formed by two piers running into the water ; one five hundred feet long, and the other six hundred, with a return pier of one hundred feet. Boats enter the first lock a little distance from this.

Swivel Bridge. The first of three swivel bridges is passed three quarters of a mile from the Delaware.

St. George's Marsh. This is a low, flat tract of land, over which the tide ebbcd and flowed until a great embankment was raised which serves as a towing path, and excludes the water. The soil was so soft and light, that earth was brought from a distance to form the bank ; which gradually sunk so far that it is supposed to have displaced, in some parts, a quantity equal to a column of forty feet. At St. George's is another lock, of the usual dimensions, and a swivel bridge. At the end of three miles the Cranberry Marshes are also passed ; and three miles further is

The old Mill Pond, which serves as a part of the canal.

The Deep Cut is a section five miles long, where the height of the bank varies from 8 to 70 feet. Over the middle of it is extended the Summit bridge, a most imposing construction, reaching from hill to hill, with a single arch of 235 feet span, at the deepest part of this immense trench, and bearing its key at the elevation of 90 feet above the bottom of the canal. Schooners and the largest sloops may pass beneath with their masts standing; and the view embraced by the eye from above or below is grand, impressive, and almost terrific.

The Western Lift Lock is a few miles further west; and beyond this a Basin, 400 by 100 feet.

The Debouche Lock opens at the end of the Basin into Back Creek, at Chesapeake Village, 4 miles from Chesapeake Bay.

The principal reservoir on the line is a pond of 100 acres, ten feet in depth.

[THE PENNSYLVANIA CANAL.

Under this general name is comprehended a great and extensive system of internal improvements, for several years designed by the Legislature of this state. Numerous plans for canals and railways have been proposed and considered, surveys have been made of the principal routes supposed to be capable of improvement for the benefit of the public, and considerable progress has been made in some places in works to connect the waters of the Ohio and Susquehanna, while navigation has been opened up to the Mauch Chunk Mines, &c. It will be some time before the western works will be so far completed as to attract many travellers from the established routes; but such information as they may hereafter desire, may be looked for in subsequent editions of this little book.

In 1829, there were 435 miles of finished canals in Pennsylvania, and between 2 and 300 miles remain to be completed.

The following is a general outline of the great western plan of internal improvements undertaken by the Pennsylvania Canal Commissioners, as expressed in their report to the Legislature. "From its commencement at Middletown it stretches to the Juniata—thence up that river to the foot of the Alleghany Mountains on the east, and crossing the ridge to connect the waters of the Susquehannah with the Alleghany and Ohio rivers, ascending the main branch of the Susquehannah with the dividing point of the eastern and western branches, it contemplates an improved navigation to the sources of these great streams, as well as some of their tributary branches—presenting one connected chain of improved or canal navigation of not less than five hundred miles in extent."

The eastern part of this work was completed in 1827—from the Susquehannah at Middletown to Harrisburgh. A Basin is formed in the river at the mouth of the Swatara, opposite the basin of the Union Canal, with which it communicates by a lock of $2\frac{1}{2}$ feet lift. It has also an outlet lock, and a lock opening into the Swatara of 9 feet lift. The canal lies principally in an easy, alluvial soil from the Susquehannah to Harrisburgh, and passes over extensive tracts of level country. There are ten locks in that distance, beginning with the outlet lock at Middletown. They are all 17 feet by 90 in the chamber, and are $2\frac{1}{2}$, 7, 8, and 9 feet in the lift. On the first part of the canal, that is, to Clark's Ferry, $23\frac{1}{2}$ miles, the breadth at bottom is 30 feet, at top 40, and the depth 4; while the remainder of the distance to Harrisburgh it is larger—35 at bottom, 45 at top, and $4\frac{1}{2}$ deep, to supply the machinery at the latter place. The canal passes on aqueducts over Paxton, Fishing, Stoney, and Clark's creeks, and is to be supplied from the Susquehannah, from 15 miles above Harrisburgh. Many rocks were

blasted here. There are basins at Harrisburgh and Clark's creeks.*]

* The *Juniata River* is a stream of a remarkably romantic character, being enclosed by high, rude, and rocky eminences, which present a constant variety of scenery. Since its course has been selected as a part of the great canal route, it may be safely predicted that its scenes are destined to administer to the enjoyment of many travellers.

From the junction of the two branches the canal will run on the west side as far as Sunbury; a dam being constructed at Shamokin Ripples, which will form an extensive and convenient harbour for boats, and afford great water power for manufactories. The Legislature have authorized the opening of slack water navigation between the river and Shamokin Coal Mines.

On the Frankstown branch of the Juniata river, 5 miles below Frankstown, is an intermitting spring, which often has a flux and reflux three or four times in an hour. Three or four feet from it is another spring which flows regularly and constantly.

The following is a list of the works authorized by the Legislature in 1828, in pursuance of the great system of internal improvement comprehended in the Pennsylvania Canal.

Canals and locks are to be contracted for, 1st, from Northumberland to the Bald Eagle, on the west branch of the Susquehannah; 2d, from Northumberland along the north branch to the New-York state line; 3d, from Pittsburgh, by the Beaver route, to Erie on Lake Erie; 4th, from Taylor's Ferry to Easton on the Delaware; 5th, from Blairsville on the Conemaugh(a) to the highest practicable point.

From 25 to 45 miles each of these sections, and the whole of the French Creek Feeder, were contracted for that season.

6th. There is to be located a road across the Alleghany mountains, to connect the Juniata and Conemaugh sections, to be completed as early as those sections.

7th. A railroad is to be located from Philadelphia through Lancaster to Columbus on the Susquehannah, 30 miles of which were contracted for the first year.

8th. Surveys and examinations were made for a canal along the Monongahela from Pittsburgh to Virginia.

9th. Surveys and examinations from the Ravstown branch of the Juniata to the Conemaugh, for a canal or railway.

For the expense of these two millions of dollars were appropriated.

(The banks of the Susquehannah are the most fertile in the southeastern part of the state; and the mountains abound in anthracite coal. The mineral wealth which the great public works will draw from its beds must be immense, as well as various.)

(a) There are salt springs in the vicinity. The salt water at the Conemaugh works yields a bushel of salt for 300 gallons. The salt wells on the Kiskiminetas, the same quantity for every 40 or 50 gallons.

ROUTE FROM PHILADELPHIA TO NEW-YORK.

(See page 432.) The *Railroad* granted by New-Jersey, from Camden to Amboy, (with a branch to Bordentown,) will probably be soon constructed.

ROUTES TO THE COAL MINES.

In consequence of the opening of the vast beds of coal between the Delaware and Schuylkill rivers, at a distance of about 80 or 100 miles north of Philadelphia, that tract of country has become an object of great interest; and since the travelling has been recently improved by the construction of roads and canals, and the establishment of good inns, stage coaches, and canal boats, a jaunt in that direction is now a very common and fashionable one.

The *Union Canal*, which runs from the Schuylkill at Reading to Middletown on the Susquehannah, will also attract travellers in this direction. Those who find it convenient, will be pleased to extend their journey west by the *Pennsylvania Canal* from Middletown to Lancaster. The Pennsylvania Canal Company have some of the most commodious boats on this line, which start from the Schuylkill below the Permanent Bridge, and go to Middletown.

[The traveller may make *Bedford Springs* an object on this route.]

In the tract of country north from Philadelphia are found inexhaustible quantities of coal, in elevated ridges and mountains of the Alleghany range, which are supposed to be connected with those which are known on the western side of the range, although they are of different characteristics. The western coal is easily combustible, and resembles that imported from Liverpool, &c., while the former is hard, very diffi-

cult to kindle, and burns with very little flame. It is, however, of great purity, being of that sort known to geologists by the name of Anthracite, and is now very extensively used for fuel in Philadelphia, New-York, and different parts of the country. It only requires a fireplace on the plan of a furnace, and a little experience in managing it. The varieties of this coal come down in a kind of rude square boats, called arks, drawing only 12 or 15 inches of water, but containing about 250 bushels each, which may usually be seen on the shores of the Schuylkill, and at the docks in the Delaware. It is only a few years since this coal was supposed to be entirely worthless; and now the demand is enormous. In 1829, 25,110 tons of coal came from the Lehigh mines, and 79,973 were received by the Schuylkill river.

The whole length of the line of navigation, undertaken and completed by the Schuylkill company, is 110 miles; and the work is considered the greatest ever performed in this country by private individuals. It commences at the Lancaster Schuylkill bridge, and ends at Mount Carbon. Sixty-two miles of it are by canals, and 46 by pools in the river. The number of houses for lock keepers is 65, the number of locks below Reading, 39, (toll $6\frac{1}{4}$ cents,) and above Reading, 36, (toll 4 cents,) being in the whole 125, of which 28 are guard locks; overcoming a fall of 610 feet. Toll on a ton, \$11 $35\frac{1}{2}$ cents. In 1827, 1329 boats were loaded at Mount Carbon, for Philadelphia, with coal: in all, 31,364 tons.

The obstacles which the surface of the country presents to works of such a nature in this state, are unusually great, as may be supposed, when it is remarked, that eight ranges of mountains pass through Pennsylvania from north-east to south-west, and that the height of land is supposed to be 8 or 900 feet in the lowest place, so that the rivers descend very much in their courses. It has been necessary to make more lockage on the Schuylkill line, than on the whole Erie canal in

New-York. Besides this, the country is of the transition formation, with sloping strata, which cause much leaking.

In 1825, the expense had amounted to nearly three millions; and it was expected that another million would be required to complete the navigation. The articles brought down, are coal, lumber, limestone, iron ore, with flour, and many products of agriculture and manufacture.

The amount of tolls collected in 1825, was only \$15,775; but the canal was open only a part of the season. It has since greatly increased.

ROAD TO THE LEHIGH COAL MINES.

At Mauch Chunk.

The mail coach for Bethlehem, Wilkesbarre, Geneva, Niagara, and Buffalo, starts from Field's, in Race-street, (between 3d and 4th streets,) on Mondays, Wednesdays, and Fridays, at 6 A. M.

The Bristol and Easton stage coach goes daily, at 6 A. M., from North 2d street, above Market.

The Easton mail, every week day, from 124 North 4th street.

It is recommended, however, to take one of the Union Line Steamboats, and go up the Delaware to Bristol, whence stage coaches go to Easton. A packet boat was to be established on the canal from Easton to Mauch Chunk.

Philadelphia to Rising Sun, 4 miles; Branchtown, (Child's tavern,) 4; Shoemakertown, 8; Jenkintown, 10; Abington, 12; Willowgrove, 14; Horsham, 16; Graham Park, 22; Newville, —; Doyleston, 26; Danville, 29; Roderick's tavern, —; Tohicken bridge, —; Easton, (see page 425,) 5; Mauch Chunk, (see page 428,) —. The traveller may take either the *Stage Coach*, or the

CANAL ROUTE TO THE SCHUYLKILL COAL MINES, *At Mount Carbon.*

The Steamboat Schuylkill goes from Fairmount to Manayunk twice a day. The excursion may give a brief introduction to the scenery of the Schuylkill; and that place is remarkably wild and singular. On the whole line of this river, there are no less than 31 dams.

In 1827, the amount of tolls taken on the Schuylkill was \$15,775; and in 1829, \$120,039.

The canal boats start on the Schuylkill at regular hours, for which the traveller is referred to the newspapers. A carriage will be necessary, as the boats lie at the western extremity of the city.

On this route a boat with one horse performs the work of 7 wagons and 23 horses. Merchandise goes from Philadelphia to Mount Carbon for \$5 a ton.

Manayunk is a large manufacturing village, begun only about 1819 or 1820. The manufactories are furnished with water by a canal 3 miles in length, through which the boat will pass. In 1825 there were six buildings of this description, some of them 150 feet long, called the Flat Rock, Woodville, &c. Manufactories. Keating and Co.'s is intended for 6000 spindles, with water-looms for weaving. The building is 202 feet long and 45 wide.

The water power is still sufficient for an immense number. There is an oil, paper, and grist mill at this place; and a considerable village formed of the dwellings of the workmen, stores, &c. This tract of country is very rich in water falls. [The county of Delaware, which is very small, contains about 130 manufactories of different descriptions, moved by water.]

Passing from the canal, the boat enters the Flat Rock Basin and the river.

Plymouth Locks.—Here is a canal about three-quarters of a mile long. A little below it is a large *spring* which supplies a mill. It yields such a surprising stream of water, that it was once proposed to conduct it to Philadelphia for the use of the city. The *marble quarries* are also in this vicinity; from which stone is sent to the same place.

Norristown contains some fine houses, as well as a court house, jail, and two churches, one in the Gothic style, which stands in a conspicuous situation. A cotton manufactory or two will be found here. The village is on the same side of the river as the canal. A bridge has been lately erected here 800 feet long.

The *Sluice*.—This is a place where the current of the river was very rapid, and required a dam—4 miles from Norristown. Catfish Island Dam, 1 mile.

Pottsgrove, 36 miles from Philadelphia, is a pretty village.

Reading, 54 miles from Philadelphia, is a place of considerable importance, inhabited by Germans, and contains some handsome public buildings. The *Union Canal* begins below the town at a point 60 miles from Philadelphia.

[THE UNION CANAL.]

After parting from the Schuylkill two miles below Reading, this canal passes up the western shore of the river, to the valley of the Tulpehocken; and then follows that valley till within five miles of Lebanon, where begins the summit level. In all this distance it rises 311 feet, by numerous locks of 4 and 8 feet lift. The canal is 24 feet wide at bottom, 4 deep, and 36 on the surface. The *Summit Level* is ten miles and 78 chains in length. On this part of the canal is the *Tunnel*; an excavation bored through a hill for a distance of 729 feet, the face of the hill having been cut away at the entrance 25 feet. This dark and gloomy passage is 18 feet in breadth and 14 feet high.

The great water-wheel, at the mouth of Clark's Creek, is 36 feet in diameter, and raises the water from the Swatara Feeder into the summit, near Lebanon. It works two forcing pumps $14\frac{1}{2}$ inches in diameter, and propels water through a raising main 850 feet long, 20 in diameter, to a perpendicular height of 93 feet. The company have there also a steam engine of 100 horse power, though it is believed a head water of three feet. The Union canal was commenced in 1823 and finished in 1827; and, including the navigable Feeder, is above 80 miles in extent. The whole expense was about a million and a half. It is supposed that after the completion of the Pennsylvania canal, 200,000 tons of goods, &c., will pass through the Union canal in a year, at \$2 a ton. The extension of it to the Swatara coal mines, including 4 or 5 miles of railway on that route, (in all 18 miles,) will cost about \$120,000, and add about 50,000 tons annually. The distance to Pittsburgh from Middletown, by the Pennsylvania canal, will be 296 miles.

The trade on this canal in 1829 amounted to little more than that in the produce of its banks; but 50 or 60 boats were preparing on the Susquehannah and Juniata, expected to be employed in transportation upon it. The difference in freight to Harrisburgh is \$4 50 per ton in favour of the canal. An abundant supply of water has been obtained for the lower levels by the feeders on the western sections; and by sheathing and raising the sides on the summit, leaking is prevented. The dam at the Swatara was expected to be completed early in 1830. Near Pine Grove an immense quantity of coal has been discovered; and the head of navigation in that direction has been fixed within four miles of that region. That section was to be done in July, 1830; and from its extremity railroads are to branch off along the valleys of the Swatara and its tributaries, as well as one at Fish Creek, to be constructed either by the company or by individuals. The coal, it is said, can be wrought as cheaply as that of Mount Carbon.

The summit level lies on a limestone soil, which makes it necessary to plank the bottom and sides of the canal, to prevent the filtration of water. Narrow boats have been introduced on this canal, from a conviction of their being of easier draft. This work was commenced some years ago by David Rittenhouse, Robert Morris, and others, but given up. The locks are thought capable of passing a boat every five or six minutes; and the canal, if the banks and locks were raised one foot, would be large enough for boats of 40 tons, and able to admit the passage of nearly two millions of tons annually. The summit level opens westwardly upon the valley of Clark's Creek. Hence the canal passes on the Swatara river, which has two dams, and whose course it follows to Middletown on the Susquehannah. The descent to this river from the summit level is 192 feet 6 inches, surmounted by 37 locks. There are 12 aqueducts on the whole route, one of them 276 feet long, and another 165. There are 92 lift locks, 75 feet wide and 72 long: most of them laid with water cement. The boats most approved for transportation on this canal are long, 8 feet 3 inches wide. The tolls on the most coarse and bulky articles are half per cent. per mile. Coal, lime, marble, pig iron, &c. pay three-quarters per cent.; flour, grain, salted provisions, potash, &c. a cent and a quarter; boards, plank, &c. one cent per 1000 feet; timber, one cent per solid foot. Salt, merchandise, &c. passing westward, pay two cents a ton per mile.

The toll on passage boats is twenty cents a mile; and on loaded freight boats only two cents.

That part of the *Pennsylvania Canal* between the Susquehannah and Harrisburgh, was opened to navigation in 1829; and large tracts on different parts are in different stages of progress.

The following list of places and distances by the canal route may prove of some interest to the traveller. From Middletown to the mouth of the Juniata, 24

miles; hence to Lewiston, up that stream, 45; from the mouth of the Juniata to Northumberland, 45; thence, up the north branch of the Susquehannah, to Nanticoke Falls, 55; from the mouth of the Juniata to Smith's Mills, above Huntingdon, 90; from Middletown to Muncy Hills, on the west branch of the Susquehannah, 100; from Johnstown to Pittsburgh, is 104 miles. It is proposed to cross the Alleghany mountains by a railway 38 miles long, including a tunnel a mile in length at the summit: the whole expense of which is estimated at \$936,000.

We return to the Schuylkill Navigation.]

From Reading, the road passes for some distance near the river, and affords an opportunity to see the canals, dams, &c. made to assist the navigation. It passes near *Duncan's Job*, a piece of deep cutting in a solid rock, 60 feet down. This place is five or six miles from Reading. In 1829, a vein of Anthracite coal was discovered at Reamstown, half the distance to Lancaster.

Numerous shafts have been sunk near the Schuylkill for Anthracite coal. The Peach Orchard mines afford beautiful particoloured specimens. In these, and others, specks and lumps of perfect charcoal have been found, imbedded in the fossil—with other appearances which tend to raise many conjectures concerning the original formation of these mines.

The road to Hamburgh from Reading lies through the Great Limestone Valley of Pennsylvania; which has the Kittatinny chain of mountains on the north, and the Blue Ridge on the south. The surface is beautifully varied by the natural undulations of the surface; and the road affords a very fine succession of beautiful scenes, where the well-cultivated farms are usually backed by ranges of fine mountains. The inhabitants dwell in good, and often handsome houses, while their great stone barns speak thorough husbandry.

The Mountain Dam, near Hamburgh, is 27 feet high

HAMBURGH.

This is a small village, with nearly a hundred houses, with a church situated in a romantic position, at the entrance of the

Schuylkill Water Gap.—This is a narrow gorge, through which the river runs over a steep and rocky channel for four or five miles; leaving no room upon its banks, which rise abruptly on each side to the height of several hundred feet. The road has been cut out along the face of one of these ranges, at a great elevation; where the surface is in many places of such a declivity, as to require it to be supported by walls of stone. The views which are here afforded to the traveller are romantic and varied in a high degree; presenting the woody mountains in different directions, with the course of the Schuylkill winding through them. There is a spring which passes the road, remarkable only as the boundary between two contiguous counties.

The *Little Schuylkill River*, a branch of the principal stream, runs through a valley of the same general description; and here lies the road to Mount Carbon. The country will hardly admit of any cultivation; and few inhabitants are seen.

Iron Works.—The iron works of Mr. Old are situated at the termination of this valley, on a small meadow, shut in by mountains: a wild and secluded scene. The proprietor has a handsome house; and the shops and dwellings of the workmen are numerous. The scenery beyond retains its interesting character.

The *Tunnel.*—This is a place where a hill has been bored through 375 yards for a canal, about three miles from Orwigsburgh.

Port Carbon, at the head of the Schuylkill navigation, is a point at which the railroads of Mill Creek and the valley terminate. Six miles above, on the

route of the latter, is Selzers—a new town. This railroad reaches to within about eight miles of Mauch Chunk.

ORWIGSBURGH,

about eight miles from the Gap. This village is three miles distant from the river, and enjoys an agreeable situation, although the soil is not very good. It is rather larger than Hamburg, and contains a court house, jail, &c. The German language here prevails, and is used in the church as well as in the ordinary concerns of life. Iron has lately been discovered near this place.

MOUNT CARBON,

eight miles, is in sight of several coal mines.

The coal country in this region begins in Luzerne, on the upper part of the Lackawana River, following its course to the Susquehanna, and along that stream, principally on the eastern bank, to 18 miles beyond Wilkesbarre. It runs south to the Lehigh River, and thence south-west, through Schuylkill county.

It is estimated to extend about 70 miles; and about the middle of the range is 8 or 9 miles wide, growing narrower towards each end. At Mount Carbon the coal occurs in beds 4 or 5 feet in thickness, generally running east and west; and dipping to the south at 45 degrees, with a slate rock immediately over it, and strata of sandstone and earth above. The slate, as usual, in the vicinity of coal, presents the impressions of organized substances at some ancient period imbedded in its substance: such as the leaves of laurel, fern, &c.

In consequence of the inclination of the coal veins into the earth, the miners have, in some places, sunk shafts to the depth of 150 feet, with lateral excava-

tions, east and west, of various lengths to 300. Two small carriages called Trams, are used in a sloping shaft to bring the coal out, being made to descend by turns; but in the horizontal one, which has been carried in about 500 feet, they employ wheelbarrows. Some of the veins run perpendicularly.

Sharp Mountain, 600 feet high, and Broad Mountain, 900, are penetrated by numerous mines. The coal is dug out with wedges, drills, and sledges, &c. and as it costs only about \$50 to open a mine, and nothing else but labour in digging and raising it, the advantages are not confined to capitalists. Wagoners are ready to transport the coal to the landings, and put it into boats.

The canal has been extended from *Port Carbon* up to Mill Creek, which will supply great quantities of coal. A railroad, from 5 to 8 miles long, is designed to be extended from Schuylkill River to the mines on the West Branch. In 1823 there were but 5 houses at Mount Carbon; and in 1827 more than 100, with 1200 inhabitants, besides the landing.

ROUTE TO THE LEHIGH COAL MINES.

At Mauch Chunk.

The traveller going from *Philadelphia* to the *Lehigh Mines*, may take one of the steamboats to Bristol, whence a stage coach starts, on their arrival, for Newtown and New-Hope, 34 miles from Philadelphia; and thence for Easton, 36 miles more, nearly all of which is along the bank of the Delaware, and commands a view of its wild and interesting scenery.

There are three routes from Philadelphia by which Mauch Chunk may be reached: 1st. By the way of Bethlehem; 2d. By the way of Easton through Doylestown; and 3d. By the way of Bristol, also through Easton. By either route you reach the village in a day and a half. [For these places, see *Index*.]

New-Hope is in a romantic situation ; and Goat Hill rises opposite to the height of 500 feet, its top affording a fine view. 2 miles south of this village is Ingham's Spring, which furnishes a supply of water to no less than 13 water wheels. Bridges cross the Delaware to New-Jersey at New-Hope and Mitchell's.

Delaware Water Gap. The scenery at this spot is romantic and beautiful. The course of the river appears at a little distance as if arrested by two opposite mountains, between which it flows in a narrow channel, suddenly contracting itself to a furlong's breadth, from a broad, smooth, and unbroken sheet like a lake of considerable extent. Every feature in this beautiful scene leads one to believe, that the barrier opposed to the water was once much higher than now, and that the country was consequently overflowed for a considerable distance above the existing banks. There is some fertile land in the vicinity, and the hills contain many mineral treasures : iron ore, &c. &c.

EASTON.

This is a village of some size, and a central point from which numerous roads diverge, and stage coaches run in various directions. It is situated in a rich valley, enclosed by the South and Blue Mountains. It is about 52 miles from Philadelphia, and contains about 3000 inhabitants. Within a compass of a mile and a half are 18 mills ; and 250,000 barrels of flour are annually sent to the capital. Nearly 150,000 bushels of grain are also consumed at the distilleries in a year, and converted into poison for the body and the mind. (Writing slates are quarried in this vicinity.)

The following is a list of distances from Easton on the different stage routes. New-York, 70 miles ; Scholey's Mountain, 23 ; Morristown, 41 ; New-Brunswick, 45 ; Bethlehem, 12 ; Mauch Chunk, 34 ; Nazareth, 7 ; Delaware Wind Gap, 20 ; Stroudsburg,

27; Wilkesbarre, 52; Belvidere, 12; Reading, 52; Newtown, (Sussex county,) 40.

From Newtown a coach runs three times a week, to Montrose, Owego, Ithaca, and Geneva, and communicates with the Erie canal, and with the direct route to Buffalo.

THE DELAWARE AND HUDSON CANAL

was begun July 13th, 1825, and was navigable late in the year 1823. It commences at Kingston, on the Hudson River, and runs over to Carpenter's Point, on the Delaware River, through the valley of the Never-sink Creek, thence up the valley of the Delaware to the Lackawaxen Creek, at Honesdale, and up that creek to the foot of the railway. This is a continuous canal of 106 miles in length, and was completed from the Delaware to the Hudson in 1827, and is now finished and in operation through its whole extent, and coal is passing in considerable quantities. The railway commences at the termination of the canal, and runs over Moosick mountain* to the coal mines on the Lackawana Creek, in length $16\frac{1}{2}$ miles, overcoming an elevation of 358 feet. Seven locomotive steam engines will be employed on three planes, and five stationary engines and three brakes on the ascents. The ascents where the stationary engines and brakes are used, are graduated at 5 degrees. The railway and all its appurtenances will be completed in 1828, at an estimated expense of \$178,000. The cost of each locomotive engine about \$1,600, and weight about six tons.

Carbondale is the mining village on the Lackawana River, opened by the Delaware and Hudson Canal Company. It is 8 miles from Dundaff, and 32 from Wilkesbarre.

At Easton will be seen the dam over the Delaware,

* From this commanding height the view is fine, and the Catskill Mountains, in New-York, are visible, at the distance of 90 or 100 miles.

at the termination of the works for improving the navigation of Lehigh River, from Mauch Chunk to this place. The state of Pennsylvania intend to extend the navigation, by a canal on the western bank of the Delaware, to Bristol, when the communication will be uninterrupted to Philadelphia.

The road to Mauch Chunk leads through *Bethlehem*, 12 miles. This is a neatly built place, in a romantic and delightful situation, along the course of a swift running brook. It is inhabited by Germans, and little English will be heard spoken in the place. There is an old church and an academy for the education of girls, under the management of the Moravians, to which sect the inhabitants belong. A little beyond Bethlehem the country begins to assume a more mountainous appearance; and along the banks of the Lehigh they rise to a height of seven or eight hundred feet, or even more.

It is related by tradition, that nearly 100 years ago, three men set out from Bristol, to walk, between sun and sun, for the title to as much land as the best pedestrian of them could cross in that time. The successful one (Edward Marshall) gained for the contractors, from the Indians, a tract extending north-west to Still Water. He passed up the Delaware and Lehigh, round Pocono Mountain, &c. a distance computed at 119 or 120 miles.

The works on the Lehigh River are on a large scale, and worthy of particular remark. The river descends 365 feet, and requires 52 locks. The locks are intended for the passage of steamboats capable of carrying 150 tons of coal. They will all be 100 feet long and 30 wide. There will be 21 dams; and the canals will be 60 feet wide at the bottom, with 5 feet of water. The view of these works of art, combined with distant sights of the Blue Ridge, renders the ridge highly interesting. The locks are on a new construction, and can be filled and emptied both in seven minutes by one attendant. The gate, like a

great float, is raised when the water is let in; and, the post being turned round, the water flows over the top of the gate, when it gradually sinks again. Mauch Chunk shows mountains perhaps 1000 feet high.

The *Lehigh Water Gap*, 25 miles from Easton and 11 from *Lehighton*, 6 miles from Mauch Chunk. Here is a bridge.

The river, for a mile, passes through an opening in the Blue Ridge, with barely room for the road between the shore and a precipice.

Near this spot is the *Devil's Pulpit*, a remarkable cavity in the rocks.

The first objects that attract attention near the village of Mauch Chunk, are the lock in the river, and the Chute, or inclined plane, at the end of the railway, down which the loaded coal cars slide to the wharf on the river, where they load the boats and arks. The latter carry about 10 tons. The noise of the cars coming down the railway will often be heard rumbling as the traveller approaches the village.

MAUCH CHUNK,

90 miles from New-York, and 70 from Philadelphia.

There is a spacious hotel in this young and flourishing village, which has been well kept, and serves as the rendezvous for numerous parties of visitors every season. Stage coaches have heretofore run to Easton daily—fare \$1 50—also to Berwick, Newton, and Buffalo. There are few places where a stranger will find more to gratify him than here. The village is shut in by rude mountains, of such height that the sun is invisible to many of the inhabitants during the short days. The hotel commands a view of some parts of

THE RAILWAY,

which leads from near the coal mines to the Lehigh River. This was the second ever constructed in the United States—the Quincy Railway, in Massachusetts, being the first. It extends a distance of nine miles, along the side of a mountain.

The sleepers, on which the railway rests, are of wood, which is found a very economical substitute for the iron used in England. The rails are also of wood, 4 by 6 inches, and covered with an iron plate $\frac{3}{8}$ of an inch thick. The whole construction cost, on a fair estimate, only \$4,500 a mile; while the lowest estimate for a road on the English plan was \$10,000 a mile.

The coal mine lies a little on the opposite side of the mountain; and the coal cars are first drawn by horses to the beginning of the railway up an acclivity of $\frac{5}{8}$ of a mile. The summit is 932 feet above the river. The whole work was performed in 2 months and 2 days.

Pleasure wagons, like Dearborns, are occasionally used to carry strangers up and down the railway; but they often go up in the returning cars. The average rise of the way is 18 inches in 100 feet, which is scarcely perceptible to the eye, and permits a single horse to draw up three empty cars. In coming down, however, by their own gravity, the carriages would, if permitted, move with immense rapidity. In 1827 they were restricted to a rate not exceeding 8 miles an hour. It is said that they had previously gone 15 and even 20. The road generally passes along a narrow shelf, which is alarming to a stranger, particularly in descending; some of the precipices being 500 or 600 feet.

The Tunnel is 2000 ft. in going up, about 400 feet above the road. It is 12 feet high, 20 wide, and about

800 long. It was cut through the mountain in 1826, to obtain a short passage to a bed of coal supposed to lie on the other side. A shaft was sunk sixty-four feet from the summit of the hill without finding coal; five hundred feet beyond this shaft towards the north, a hole has been bored to the depth of one hundred and ten feet; coal was found at eighty feet, and the auger continued in coal to the extremity of the bore. The Company, however, were disappointed; but they have an inexhaustible supply of this useful article, as their land extends 14 miles back from the river, and along the road; and 10 or 12 miles are underlaid by beds of anthracite coal. When the Lehigh, the Delaware Canal, and the Morris Canal, in New-Jersey, shall all be navigable, New-York and Philadelphia will derive immense supplies of fuel from this wonderful region.

The cars are made of strong oak timbers, and planked up on three sides, with a swinging door in the rear. Some new ones, however, have lately been constructed, in which stout sheet iron has been substituted for plank. They are 6 feet 4 inches long, 3 feet wide at top, and 2 feet at bottom, and about 3 feet in depth, resting on wheels with cast iron rims or felloes 2 feet in diameter, one inch thick, and about four inches in breadth, with a strong edge or flanch, one inch in thickness, and about two inches wide, which prevents them from slipping off the rails. The cars may be stopped immediately by a long lever which brings strong bearers against two of the wheels, and causes great friction. The guide to every brigade of eleven cars holds a rope attached to all the levers. A curious machine, called the *Brake*, is also used.

There is generally a stop to be made in the midst of the course, to wait for other cars passing, and to oil the wheels.

Several ingenious expedients have been resorted to in different parts of the railroad, to avoid some inconveniences which might otherwise be caused by sudden

turns, right angles, cross-roads, bridges, &c. The railway is in several parts supported by a stone wall at the side. Cross-roads are not intercepted by it, for the rails are interrupted so as to correspond with the ruts ; at the short turns, one rail is raised in a curve of a few inches to give the car a new direction ; and at a right angle, like those at the mine and at the chute above the Lehigh, revolving platforms are placed which turn the cars round, 45 degrees.

The cars themselves weigh about 1500 lbs. each, and run on wheels two feet in diameter. Strangers often make an excursion in them for the novelty of the mode of travelling. In 1827, not less than 150 such cars were in use. They carry the coal to the chute above the river, down which they are sent 215 feet.

At the end of the railroad is a platform on the bank of the Lehigh River, down which the coal is let over one of the rails on an inclined plane of 750 feet (200 feet perpendicular height), to the stone houses, the wharf, and the boats. Each loaded car is connected to an empty one, which it draws up, by a rope that passes round a large cylinder or drum. A car goes down in about 1 minute and 20 seconds. The noise of the cars on the railway is perceptible at a great distance. In 1827, 132 cars descended in a day, with 193 tons of coal.

The *Mine*, or quarry, as it ought, perhaps, properly to be called, opens upon the road by three passages, cut 8 or 10 feet deep in the earth. These conduct into an area 150 yards long and very wide, and from 8 to 35 feet in depth, formed with great regularity, by the removal of many thousand tons of coal, which have been dug out in such a manner as to keep the surface on an inclined plane, where the carts drive in, load, and then pass out at the other passage. The coal is very hard, pure, and black, with a beautiful conchoidal fracture, and perfectly clean in handling. The middle, an area 50 yards across, has been dug down many feet

deeper, and to it there is another entrance from the road.

The surface of the ground was covered with a coat of sand 2 feet thick, interspersed with sandstone; under that was 3 feet of black pulverized coal; and then came the coal itself. Near the road is a mass of slaty coal in undulated strata which is of inferior quality.

Near the south or further side of the mine, some beautiful impressions of fern leaves have been found in the rocks.

[Bituminous coal has been found, in an extensive mine, at Lick Creek, near the Jersey shore, Lycoming county, in Pennsylvania.]

Lowrytown, 15 miles above Mauch Chunk, is situated on the Lehigh River, in the midst of a most wild and romantic region. Here are four saw-mills, which are supplied with timber from the surrounding mountains; the trees being cut far above, and slid down their steep sides into the stream. Arks go down, as on the lower parts of the river, by being set off on the flood caused by opening the gate of the dam. Ladies sometimes pass down in this manner, boxes being resorted to instead of arks, to keep out the water. Materials for building arks at Mauch Chunk, &c. are supplied from Lowrytown.

Wilkesbarre. A rough road conducts to this place.

ROUTE FROM PHILADELPHIA TO NEW-YORK.

A *Railroad*, to go from Camden to Amboy, in New-Jersey, will perhaps soon become a route for travellers.

Going in a steamboat from Market or Arch-street wharf, the ship house, in the navy yard, is seen over the little island in the river. Near the upper part of the city are the ship yards; and beyond, three glass houses near the water, with white walls and black

roofs. A steeple and a shot tower are the principal objects rising above the great mass of houses in the city.

The banks of the Delaware are low, and present a uniformity quite unfriendly to the picturesque. The towns are, however, interesting in the history of the Revolution, as will be seen a little beyond.

BURLINGTON,

in New-Jersey, 18 miles from Philadelphia, presents a handsome appearance; with a row of fine residences facing the river, in front of which is a street with a beautiful sloping bank.

BRISTOL,

a little above, and on the opposite side, has also a number of gentlemen's seats; and handsome flower gardens on the bank, ornamented with fine willows, &c. A stage coach goes hence to Easton every day, on the arrival of the steamboat—price of a passage, \$3.

BORDENTOWN,

28 miles from Philadelphia, and 7 below Trenton, stands on a steep sand bank, through which a road is cut to the water. Just north of the village is the house of Joseph Buonaparte, the Count de Survilliers, once king of Spain. It is a long white building, with two low square towers at the ends, and a shot tower near it by the river.

Coal Haven is a little town on the west side of the river, six miles above, where arks and boats laden with coal from the Lehigh mines, await the boats that tow them to Philadelphia.

TRENTON,

33 miles from Philadelphia. Here the Union Line Steamboats stop, except when the water is low; when they sometimes land opposite Bordentown. Trenton is a town of considerable size, with a great number of stores, and the aspect of business. The bridge across the Delaware has five arches, and is a handsome structure.

Lamberton is a village where the coach offices are, and apparently forms a part of Trenton.

The *State Prison* is situated a little south of the town.

In Dec., 1776, the English had 4000 men on the east side of the Delaware, in Trenton, Bordentown, Black-horse, and Burlington, with strong detachments at Princeton and New-Brunswick, with their magazines.

On Christmas night, three divisions of the American troops attempted to cross the Delaware: one at Bristol for Burlington; one a mile below Trenton; and one nine miles above, under Washington and Greene. This was the largest, but principally militia; it approached Trenton by two roads, attacking it at 8, A.M. very unexpectedly, and putting the English and German troops (about 1500) to the rout. Five hundred escaped; the rest surrendered, being the regiments of Ralle, Anspach, and Knyphausen. Ralle was killed in resisting. The other divisions could not cross on account of the ice, and Washington returned with his captives and six pieces of artillery. This successful stroke greatly encouraged the country, as it was the first victory over those German mercenaries.

Washington soon after re-crossed the river, and posted his army at Trenton. On the 2d of Jan., 1777, Lord Cornwallis reached Trenton; and Washington fortified himself on the Assumpsick. But he was too weak to hazard an engagement; and the Delaware was filled with ice.

Being hardly pressed, Washington had formed the plan of a retreat, expecting to be unable to remove any thing but the soldiers and what they could carry, as the soil was so unfavourable, and the weather so mild and wet, that wagons could not pass. Cornwallis had sent to Princeton for a regiment to join him, that he might attack the Americans immediately. In the night, however, Gen. Greene reported that the weather had suddenly become cold; and at midnight, Washington was able to begin his march, with all his baggage and artillery. The British had no intimation of their departure until they heard the guns firing at Princeton.

PRINCETON, 10 miles.

This village is situated on an elevated ridge of land, which, on several sides, rises with a long and easy slope, and commands a prospect of considerable extent.

In approaching it from the west, the Theological Academy, which is of stone and 4 stories high, is seen on the right; and *Nassau Hall* in the centre of the town, opposite the stage house. The college yard is large and shaded with trees; and the burying ground contains the ashes of the presidents of the institution: Aaron Burr, Jonathan Edwards, Samuel Davis, Samuel Finley, John Witherspoon, and Samuel S. Smith.

Washington met at Stoney Brook, north of the present road, a little way from Princeton, and defeated the British regiment. He then marched north to the high grounds.

During the battle of Princeton, it is related that a cannon shot entered the chapel, and tore away the head from a portrait of George III.

New Brunswick. Here the steamboats start for New-York. The stage coaches drive through a part of the village to the steamboat wharf. The *forenoon line* stops at the hotel for the night.

The view is pretty from the hill above ; whence the public buildings appear to good advantage, particularly the Rutgers Theological Seminary, which is under the synod of the Dutch Reformed Church. The banks below are picturesque, but afterward are low and little varied.

In the spring of 1777, Washington advanced from near Morristown to Middlebrook, where he intrenched himself on the heights, in full view of New-Brunswick. The British tried various stratagems to decoy him from this commanding position, and once succeeded ; but discovering their intentions to surround him, he quickly regained it, and they were soon after obliged to give up all hopes of penetrating in this direction, and devoted their attention to co-operating with Gen. Burgoyne, who was coming down towards Albany.

Perth Amboy, 13 miles. Here is usually some shipping. There is an academy at this place on Capt. Partridge's plan.

Elizabethtown Point, 15 miles from New-York. The village is partly seen about 2 miles inland.

Staten Island is large and elevated, with but few inhabitants, and a small cluster of houses.

On entering New-York Bay, Fort Lafayette is seen in the Narrows, between Staten and Long Island, which is the passage to the sea. The city presents a close mass of houses, with Castle Williams on Governor's Island, seen near it on the right ; and Ellis's and Bedlow's Islands on the left, with their fortifications. On approaching, the prominent objects are the tall pyramidal steeple of Trinity church, the more ornamented one of St. Paul's, and the distant top of the Catholic Cathedral, &c. &c. The clusters of trees observed on the shore in front of the city, are on the Battery, a place once fortified, but now the principal public square ; and Castle Clinton, just west of it, is a place of amusement. (*See the vignette on the titlepage.*)

FOREIGN MONEYS.

Reduced into those of the United States, at *par* value.

1 British Sterling	is 4,444 4-9	Mills.
1 Irish	is 4,102 32-39	do.
1 fr. or 100 centimes (French)	is 177½	do.
\$1 of plate or 20 reals pl. (Cadiz)	is 1,000	do.
\$1 of Havana 8 do.		
1 milrea of Portugal or 1000 reas	is 1,250	do.
1 Ducat or 100 grains (Naples)	is 777 1-3	do.
1 Mark Banco or 16 shill. (Ham.)	is 333 1-3	do.
1 Rix Dol. or 12grotes (Bremen)	is 750	do.
1 Guilder or 40 grotes (Antwerp)	is 400	do.
1 Florin or 20 stivers of (Holland)	is 400	do.
1 Halifax Currency (N. A. Prov.)	is 4,000	do.
1 dollar or 8 reals (Havana)	is 1,000	do.

FOREIGN WEIGHTS AND MEASURES.

Reduced into those of the United States.

Great Britain is generally the same. The new imperial measure, however, is about 3 per cent. larger than the Winchester, 22 gallons of the old being equal to 31 of the new imperial—one quarter contains 3 Winchester or American bushels. The fodder of Lead in London and Hull is 19½ cwt. The tun of Oil, 252 gallons.—The last of Tar, 12 barrels. The load of Timber 50 cubic feet.

FRANCE—45 35 160 Kilogrammes are equal to 100 lbs.

SPAIN—1 arrobe is 25 lbs. Spanish equal to 24

4 arrobes, 1 quintal, 96

The barra varies from 27½ to 33 1-8 ins.

The same of Cadiz is 27½

The arrobe of Wine and Oil is 4 gals.

From 40 to 41 arrobes make 1 pipe.

1 Fanega of Corn and Salt	is $\frac{1}{2}$ bus. and 1 quart.
15 Fanegas are about	8 bus.
PORTUGAL—32 lbs. or 1 arroba is	33 lbs.
4 arrobes or 1 quintal is	132
Cloth meas. 1 vara 43 1-7 ins. the covido 26 1-3 ins.	
Wine 4 quarteels are 1 Canado or	3 pints.
12 Canados 1 almuda or	4 $\frac{1}{2}$ gals.
The moy of Corn and Salt at Lisbon is	24 bus.
“ “ at Oporto	30
“ “ in Figueras	55 $\frac{1}{2}$
HAMBURG—1 lb. equal to	1 lb. 7 oz.
1 lis-pound	16 5
ANTWERP—100 lbs. or quintal is	104 lbs.
New qlt. of 10 myriagrammes	204 lbs. 14 oz.
Canada and Nova Scotia same as the United States.	

POUNDS AND DOLLARS.

<i>Sterling.</i>		<i>Cents.</i>	<i>Mills.</i>
1 d.	is	1	85
2	is	3	70
3	is	5	55
4	is	7	49
5	is	9	25
6	is	11	11
7	is	12	96
8	is	14	81
9	is	16	66
10	is	18	51
11	is	20	36
12	is	22	22

INDEX.

A.		Battle of Bemis's Heights	135
Albany	39. 46	Bennington	134
Alexandria (<i>D. C.</i>)	387	Bloody Brook	283
Amboy	436	Bridgewater, or Lundy's Lane	91
Amherst	282	Bunker's Hill	321
Andre's Grave	23	Chippewa	29
Capture and Execution	29	Erie	102
Andover	334	Groton	298
Anthony's Nose, <i>Hudson River</i>	26	Johnstown	57
<i>on Erie Canal</i>	57	Lake George	170
<i>Lake George</i>	177	Lexington	333
Antiquities 72. 83. 113. 124.	377	Montmorency	233
Aqueduct, <i>Lower</i>	55	Pequod	247
<i>Upper,</i>	55	Plattsburgh	191
<i>at Little Falls</i>	61	Princeton	435
<i>Rochester</i>	74	Quebec	230
<i>over the Delaware</i>	33	<i>Do. in 1775</i>	ib.
Arnold's Treachery	28	Queenstown	81
Armory	273	Rocky Brook	165
Arsenals		Sachem's Field	305
<i>Gibbonsville</i>	49	Saratoga	135
<i>Quebec</i>	223	Ticonderoga	174
Ascutney Mountain	290	Trenton	434
Assumption River	213	Turner's Falls	295
Attleborough	315	White Plains	22
Auburn	122	Beanfort	231
B.		Bellows Falls	288
Baker's Falls	246	Bethlehem	427
Ballston Springs	145	Beverly	363
Baltimore	389	Black Rock	109
Bangor	380	Blackwell's Island	248
Bartlett	352	Bloody Brook	283
Basin Harbour	189	<i>Pond</i>	166
Batavia	115	Bloomfield	116
Bath (<i>Maine</i>)	376	Blue Hills	316
(<i>N. H.</i>)	295	Books recommended	19
<i>N. Y.</i>	15	Borough	131
		Boston	318

Bordentown	433	Catskill	34
Brattleborough	287	Mountains	38
Bristol	433	Caughnawaga	57
Brock's Monument	82	Cayuga Lake	120
Battery	226	Centre Harbour	341
Brookfield	331	Chambly	238
Buffalo	109	Charlestown, Mass.	320
Bunker's Hill	342	N. H.	288
Burgoyne's, Gen., <i>Expe-</i>		Chazy	192
<i>dition</i>	133	Chelmsford	336
<i>Battle Ground</i>	135	Chimney Point	186
<i>Quarters</i>	143	Chippewa	89
<i>Surrender</i>	159	Citadel of Quebec	225
Burlington, N. J.,	433	Cincinnati	401
Vermont	190. 293	Claverack	38
U. Canada	100	Cleveland	398
Bytown	209	Coal Mines of Pa.	414, &c.
		R. Island	369
C.		Colleges.	
Caldwell	166	Amherst	282
Cambridge	324	Andover	334
Canada, <i>General Re-</i>		Brown	310
<i>marks on</i>	192	Burlington	190
<i>Canals.</i>		Cambridge	324
Blackstone Canal	373	Dartmouth	294
Cayuga and Seneca	142	Hamilton	62
Cayuga and Susquehan-		Union	55
nah	142	Washington	260
Champlain	53	Yale	250
Chemung	140	Concord	337
Chesapeake and Ohio	386	Congress Hall	151
Delaware and Hudson	31	Spring	156
Erie	102 161	Connecticut River	258. 267
Farmington	253	Conway	343
Maine	376	Crawford's House	352
Morris	17	Crown Point	186
Ohio	400		
Oswego	69. 106	D.	
Pennsylvania	411	Deaf and Dumb Asylums	265
Qideau	208	Deerham	316
Welland	32	Deerfield	284
Canal Boat, <i>Description of</i> ,	47	Dieskau, Gen.,	165
Canajoharie	53	Dobb's Ferry	24
Canandaigua	115	Dorchester Heights	322
Cape Diamond	227	Dundas	190
Carpenter's Point	92	Dunning-street	161
Carriage	75		

E.			Mohawks	56. 59
East Bay	241		Montgomery	25
East Canada Creek	58		Niagara	80
Eastport	379		Oswego	107
East River	247		Plain	58
Easton	425		Putnam	26
Elizabethtown	436		Rouse's Point	192
Essex, Conn.	258		Saybrook	256
N. Y.	190		Stanwix	65
F.			Ticonderoga	179
Fairfield	247		Trumbull	297
Falls.			Washington	22
Baker's	245		William Henry	173
Belhows	288		Wolcott	306
Carthage	75		Fryeburgh	348
Catskill	33		G	
Claverack	38		Gallway	151
Glenn's	163		Gasport	77
Cohoes	55		Gates's, Gen., Camp	135
Ithaca	121		Geddesburgh	70
Little	59		Genesee River	73. 105
Miller's	246		Geneseo	115
Montmorency	231		Geneva	118
Niagara	80		Georgetown, D. C.	386
Rochester	75		German Flats	62
South Hadley	275		Glenn's Falls	163
Trenton	63		Goderich	100
Turner's	285		Grand River	94
Fishkill Mountain	30		Gravesend	15
Flushing	14		Green Bay	112
Framingham	331		Greenfield	285
Franconia	296		Guelph	99
Frazer's Death	140		Gulf Road	290
Grave.	143		H	
Forts.			Haddam	259
Adams	306		Hadley	281
Anne	243		Hallowell	381
Clinton	25		Hampton	368
Crown Point	186		Hanover	293
Edward	245		Hærlém	246
Erie	102		Hartford, Conn.	264
George	172		Vermont	189
Green	308		Hatfield	282
Griswold	298		Haverhill, Mass.	335
Herkimer	62		N. H.	295
Independence	23		Hell Gate	249
Lee	22		Herkimer	62
Miller	246		Gen	56

Highlands	24	Lancaster	295
Hoboken	21	Laprairie	197
Honesdale	33	Lebanon Springs	42
Horseneck	247	Leroy	115
Hudson	37	Lewistown	77
River	20	Lexington	333
Hydrostatic Lock	42	Little Falls	59
I		Little Schuylkill	422
<i>Indians,</i>		Lockport	77
Menomines	113	Long-Branch	15
Mohawks	59	Long Level	62
Mohegans	303	Lorette	235
Pekanokets	308	Lovel's Fight	349
Oneidas	66	Pond	348
Pequods	247 299	Lowell	335
Senecas	114	Lundy's Lane	91
Tuscaroras	78	Lynn	363
Isle aux Noix	193	M	
Ithaca	121	Maps recommended	19
J		M'Crea's Murder	244
Jacques Cartier	219	M'Donough's Victory	191
Johnson, <i>Sir Wm.</i>	172	Machiche	213
Johnstown	57	Manayunk	417
Junction	53	<i>Maps.</i>	
K		See beginning of the volume.	
Kennebunk	371	Marblehead	365
Kidd, the Pirate,	255	Manch Chunk	428
Kinderhook	38	Mechanicville	131
Kingston	31	Miantonimo	305
Do. U. C.	105	Michigan	112
Kosciusko's Retreat	26	Middletown	260
Ktardin Mountain	380	Military Academy—West	
L		Point	27
Lackawaxen	33	Mohawk Castle	59
Lafayette Spring	147	Mohegan	302
<i>Lakes.</i>		Montmorency	231
Cayuga	120	Montpelier	292
Canandaigua	116	Montreal	199
Champlain	238	Morristown	108
Erie	101	Mount Ascutney	290
George	166	Carbon	423
Do. Excursion to,	162	Holyoke	278
Of the Clouds	359	Hope	308
Ontario	101	Vernon	357
St. Peter	216	Washington	357
Saratoga	157	N	
Seneca	120	Nahant	324
Winnipiseogee	341	Newark	17

New-Brunswick	435
Newburgh	30
Newburyport	366
New-Haven	249
New-Lebanon Springs	42
New-London	297
Newport	306
New-York	9
Niagara Falls	77
Norristown	418
Norwich	303
Northampton	276
Notch in the Mountains	355
Meadow	355
O	
Ogdensburg	108
Ohio	397
Oneida	66
Orwigsburgh	423
Oswego	106
Oswego Canal	69
Ottawa River	208
Ox Bow	295
P	
Palatine	59
Palisadoes	21
Paterson	18
Pawtucket	313
Penitentiary of N. York	248
Perth Amboy	436
Philadelphia	402
Pickwaket Mountain	346
Piermont	295
Pine Orchard	35
Pittsburgh	398
Plainfield	306
Plains of Abraham	228
Plattsburgh	191
Plymouth	328
Port Genesee	105
Port Maitland	94
Port Kent	190
Port Dalhousie	98
Portland	371
Portsmouth	368
Pongkeepsie	31
Prescott	105
Princeton	435

Prisons, State.

Connecticut	263
Maine	378
Massachusetts	321
New-York	24. 123
New-Hampshire	335
Pennsylvania	403
Vermont	289
Profile Mountain	236
Providence	309
Q	
Quebec	220
Queenstown	81
Quincy	316
R	
Rapids of Niagara	86
Richelieu	218
St. Mary	312
Red Mountain	342
Reidesel, Baroness,	143
Rensselaerwyck	48
Ridge Road	77
Route to Maine	362
of New-England	246
to Niagara	47
to the Pennsylvania	
Coal Mines	414
to Canada	180
to the White Mountains	338
Railroads.	
Quincy	316
Baltimore and Ohio	392
Mauch Chunk	429
Rochester	73
Rome	66
Rouse's Point	192
Roxbury	317
Royalton	291
Rockaway	15
S	
Saco	371
Sacket's Harbour	107
St. Alban's	192
St. Catharine's	97
St. John's	194
St. Lawrence	198. 218
Salem	346
Salina	69. 326

Salt works	68.	72	Thomastown	378
Salt Springs		71	Three Rivers	217
Sardusky		111	Ticonderoga	179. 239
Sandy Hill		164	Troy	50
Saratoga		153		
Saugerties		33	Uncas	303. 305
Saybrook		256	Utica	62
Schenectady		55		
Schoharie Creek		56	Vernon, Mount	387
Schooley's Mountain		15	Verplanck's Point	24
Schuylersville		159		
Schuylkill River		417		
Water Works		407		
Shaker Village	45,	46	Wadsworth's Farm	115
Singsing		24	Walpole, N. H.	287
Sleepy Hollow		24	Mass.	315
Sorel Village		215	Ware	332
<i>Spring</i>			Washington	388
Albany		40	Wachusett Hills	270
Ballston		145	Waterford	122
Burning	89.	117	Water Gaps	422. 425. 428
Chalybeate		347	Weehawken	21
Columbia		37	Weigh Locks	52
New-Lebanon		42	Wolland Canal	92
Saratoga		153	Welles	370
Suffield		272	West Point	26
Virginia		389	Wethersfield, Conn.	262
White Mountains		347	Ver.	289
Springfield		273	Whirlpool	83
Squam Lake		345	Whitchall	241
Stafford		371	White Mountains	350
Staten Island		436	River	290
Stillwater		131	Willey House	354
Stonington		300	Williamstown	242
Stoney Point		24	Wilmington, Del.	396
Sugar-Loaf Hill		283	Windsor, Conn.	271
Syracuse		68	Ver.	289
			Wiscasset	377
			Wolfe's Cove	219. 229
			Wood Creek, near Lake	
			Champlain	243
Fable Rock		84	Worcester	269
Tappan		24		
Tariffville		267		
Tarrytown		23		
Taunton		310	York, U. C.	101
Trenton		434	Maine	369
Charles River		301		
Chimble Islands		255	Zanesville	30

LIBRARY OF CONGRESS



0 014 113 614 8